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LOG CHIPS

OF RECENT MARITIME HISTORY

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EDITOR'S FOREWORD:

LOG CHIPS, of which this is the first issue, has been created to preserve and disseminate in a concise form the research of the Editor and his correspondents, and to serve as a means of communication among them. It is in no sense intended to be a competitor of "Sea Breezes", "American Neptune", "Steamboat Bill", or the other excellent periodicals already existing in the field of maritime history and nautical research. It is intended rather to supplement those publications by presenting, in an extremely simple format, lists and tabular matter of slight interest to the casual reader but of permanent value to the serious student; preliminary treatments of aspects of recent maritime history for circulation among those having personal knowledge of the facts and events; and observations and notes for which no suitable medium of publication at present exists.

That there is a real need for an American equivalent of the old "Sea Breezes", most people with whom we have discussed the problem are agreed; yet the demise of "Tiller", "Fair Winds", "Rhode Island Mariner" and other worthwhile publications shows that the field of interest cannot support a printed magazine. The flourishing condition of "Steamboat Bill", on the other hand, proves that an undertaking of this kind will be supported on the basis of the material presented, rather than on the manner in which it is dressed up. A preliminary cost analysis, based on the use of a borrowed duplicating machine for which no capital outlay is necessary, no charge for editorial or mechanical work, and a minimum postage rate, indicated that a small unillustrated edition of LOG CHIPS averaging around 12 pages per issue and 12 issues per volume (2 years) can be circulated for $1 per volume.

On this basis, LOG CHIPS is launched.

LISTS OF LAUNCHINGS IN THE UNITED KINGDOM SINCE 1886

Commencing on Page 7 of this issue, LOG CHIPS will publish a list of all deep sea sailing vessels built in the United Kingdom of Great Britain and Ireland since January 1886. This compilation has been taken from the files of "Marine Engineer" in the Library of the U.S.Navy Bureau of Ships, and checked with contemporary issues of "Lloyd's Register" in the Navy Department Library or the Library of Congress. The six weeks' postponement of the atomic bomb tests in 1946 provided the necessary spare time for the undertaking.

We would appreciate hearing from any reader with knowledge of the existence of launching lists for Great Britain for earlier years, as none have been located in Washington so far.

For the 1887 and later lists, the dates of launching of most vessels are available and can be furnished for individual ships on request.

These lists of British-built ships will be followed by similar tabulations of German, Italian, French, Netherlands, and Norwegian sailing vessels.

LISTS OF AMERICAN EAST COAST SCHOONERS

The lists of six-, five-, and four-masters built on the East Coast have been compiled from "Merchant Vessels of the U. S.", "Lloyd's Register", and other sources

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SIX MISFITS THAT FITTED IN

It is not often that a group of sister ships is built, all of which turn out to be unsuitable for their intended employment; and it is even rarer when six misfits stay in useful service for 30 years; yet such is the case with the six baldheaded auxiliaries built at Toledo, Ohio, by the Toledo Shipbuilding Company in 1916. Originally ordered by the Smith Shipping Company of New York in the summer of 1915, the sextet measured just under 2000 gross tons each on Welland Canal dimensions of 252 x 43.7 x 21.2 feet, with a deadweight around 3000 tons. They had an ugly four-masted schooner rig with a straight stem and no bowsprit, and a single screw driven by a 320-hp Bolinders hot-bulb diesel, imported from Stockholm.

Long before they were finished, the sisters were bought by Standard Oil of New Jersey for salt water service as package freighters. Here are their amazing records, in the order in which they were completed:

MOONLITE was sold by Esso about 1922 to the Pacific Steamship Co.of Seattle, who renamed her ADMIRAL PEARY and reengined her in 1924 with a pair of McIntosh & Seymour diesels giving 1000-hp. In 1934 she was sold to Vapores Correos Mexicana SA of Mazatlan, who renamed her SONORA and ran her for a while with SINALOA, formerly ADMIRAL MOSER. In November 1942, the SONORA was refitted at Mobile for the War Shipping Administration, and was run for them under Panama register first by Agwilines and later by Lykes, until she was lost by fire on 23 June 1945 off the east coast of Florida.

STARLITE was renamed STANDTOW No.2 in 1921 and passed into the hands of an Argentine Esso subsidiary in 1922 as the TRANSITO. In 1938, by then a barge, she was renamed ESSO No.II, and in 1947 was rechristened ESSO SANTA FE, being then owned by Cia.Trans.de Petroleos SA of Buenos Aires.

TWILITE was renamed STANDTOW No.1 in 1921 and then also went to the Argentine, bearing in succession the names NORSWORTHY, PLATAPET, ESSO No.I (1938), and ESSO FORMOSA (1947), with the same ownership as her sister ESSO SANTA FE.

DAWNLITE passed through the hands of the Pacific Steamship Company without change of name or engine, and finally in 1930 became the tank barge PURE WOFFORD of the Sabine Towing Co.of Port Arthur. In 1947 she became the SAN CARLOS, owned by Julius S. Gissel, Houston.

SUNLITE had similar changes of ownership, becoming in turn PURE SHERRILL (1930) and SAN GABRIEL (1947)

DAYLITE, after her sale by the Pacific Steamship Co.in 1930, became a barge at Baltimore. In 1940 she was retired, but instead of being scrapped, she was fitted in March 1941 with a second-hand triple-expansion steam engine. Last year, still as DAYLITE, she was listed as owned by Cia.de Nav.Tung Yick Ltdo.of Macao, Brazil, under Panama registry.

With their original rig and motors these vessels were grossly under-powered; but either with new engines or with none at all they weathered the depression, escaped the Japanese scrap market, and survived the Battle of the Atlantic.

THE SCHOONER EDITH

EDITH was originally the EDITH G. FOLWELL, a four-master built by J.S.Coombs in the New England Shipbuilding Co.yard at Bath, Maine, in 1901 for Captain George L. Kelsey of Hartford, Connecticut. On dimensions of 196.9 x 40.4 x 18.4 she registered 1263 tons gross, 1051 net, and carried a deadweight of 1850. She cost about $62,000. While still a new vessel she was acquired by the A.H.Bull SS Co., who shortened her name to EDITH. After several changes of ownership during World War I, she was owned by The Edith Co.of New Orleans, when she left Galveston on 14 May 1921 with a cargo of sulfur for Buenos Aires. Never seen again, she was posted "missing" in September 1921.

In 1941 a Cuban fisherman reported a "sulfur mine" in the Gulf of Guanacibibes, 9 miles off Pinar del Rio. A sample of the yellow element that he brought in was identified by New York laboratory chemists as Frasch process sulfur from Texas or Louisiana, rather than a natural occurrence. A check of shipping records led to identification of the "sulfur mine" as the last resting place of the EDITH and her crew of 13.

Of possible interest to model-makers are EDITH's spar dimensions. She had Oregon pine lowermasts 100 ft long, the fore being 28", the jigger 27", and the other two 26½" diameter. Her four topmasts were all 53 ft long.

NEWS ITEMS

A VISIT TO ANNAPOLIS

We recently spent a Sunday poking around the waterfront of Annapolis. The most prominent object in port was the "ram" (three-masted bald-headed schooner of canal lock dimensions) EDWIN & MAUD, which has joined the LEVIN J. MARVEL in the dude sailer business. She has skylights for hatches, and a glass brick window has been let in flush with the main deck for more illumination below. An incredible amount of white enamel now adorns ceiling, beams, stanchions, and centerboard trunk in the hold, although we could not help questioning the wisdom of sawing in two all the knees to make room for upper bunks.

EDWIN & MAUD, a vessel of 208 tons, was built at Bethel, Delaware, in 1900.

Also in port was the two-masted gaff-headed schooner CATHERINE, 51 tons, built at Solomons, Maryland, in 1911, a handsome white vessel with a graceful elliptical stern.

Seven years ago in Annapolis, we had found the old AMERICA, the original cup winner, hauled out at the Annapolis Yacht yard. This is now called John Trumpy & Sons Inc., and there is nothing there left to be seen of AMERICA. The war effort, we were told, had caused her reconditioning to be postponed, although some thousands of the money appropriated were spent to build a shed over her. On a St. Patrick's Day a couple of years ago the shed collapsed in a snow storm, and that was the end of AMERICA.

Later, viewing the Japanese beer bottle, the German whip, and the Surrender-Day covers from the MISSOURI in the Naval Academy museum across the channel, we were unable to resist the luxury of wondering whether the man-hours of junk-collecting and ear-banging represented there could not have rebuilt AMERICA.

KAIULANI SOLD TO THE MADRIGALS

Vincente Madrigal was high bidder for the coal-hulk KAIULANI, recently sold in Subic Bay, offering $18,250 to the Maritime Commission for her.

KAIULANI, perhaps better known as STAR OF FINLAND, was built by the Sewalls at Bath, Maine, in 1899 to run between San Francisco and Hawaii under the management of Williams, Dimond & Co. She served in World War II coaling Dutch steamers in the South Pacific.

CALBUCO TO BE SCRAPPED IN ITALY

A letter from Harold Huycke at Marseilles in May brings news of the Panama bark CALBUCO of 1619 tons, built in 1885 by A.Stephen of Glasgow. During World War II she was rescued from semi-retirement on the coast of Chile by New York owners, and went back into deep-water service, mostly in the South Atlantic. About three years ago she got to Marseilles, and except for a trip to Lisbon has been there since. On this last trip she left Lisbon on 9 April 1946 in a thunderstorm, and 20 days later dropped anchor in Marseilles Strangely enough, although the master and mate were Norwegians and the second mate Finnish the log for this last trip was kept in English.

Although nominally a bark, CALBUCO's rig during her declining years was a remarkable one, a crossjack on the mizzen taking the place of a spanker. She is due to be broken up in Italy as soon as towage thence can be arranged.

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SIX-MASTED SCHOONERS BUILT ON THE EAST COAST

Name	Gross Tons	Signal Letters	Year Place built	Builders
GEORGE W. WELLS	2970	KQGL	1900 Camden, Maine	Harvey M. Bean
ELEANOR A. PERCY	3402	KQLM	1900 Bath, Maine	Percy & Small
ADDIE M. LAWRENCE	2807	KSFH	1902 Bath, Maine	Percy & Small
WILLIAM L. DOUGLAS	3708	KSRL	1903 Quincy, Mass.	Fore River S.B.Co.
(steel; rn DELAWARE SUN)				
RUTH E. MERRILL	3003	KTNC	1904 Bath, Maine	Percy & Small
ALICE M. LAWRENCE	3132	KVRJ	1906 Bath, Maine	Percy & Small
MERTIE B. CROWLEY	2804	KWGR	1907 Rockland, Me.	Cobb, Butler & Co.
EDWARD J. LAWRENCE	3350	KWND	1908 Bath, Maine	Percy & Small
EDWARD B. WINSLOW	3424	KWFL	1908 Bath, Maine	Percy & Small
WYOMING	3730	LBHG	1909 Bath, Maine	Percy & Small

Ran aground on Wasque Shoal January 23, 1910.

Five-masted schooners built on the East Coast:

GOV. AMES	1778	KGCT	1888 Waldoboro, Me.	Leavitt Storer
NATHANIEL T. PALMER	2440	KNTD	1898 Bath, Maine	
			1899	
JOHN B. PRESCOTT	2454	KNTP	Camden, Maine	H.M.Bean
M. D. CRESSY	2114	KPBR	Bath, Maine	Percy & Small
HENRY O. BARRETT	1807	KPCT	Bath, Maine	G.G.Deering
			1899	
JENNIE FRENCH POTTER	1993	KPMV	Camden, Maine	
			1900	
MARY W. BOWEN	2153	KPNB	Bath, Maine	New England S.B.Co.
HELEN W. MARTIN	2265	KPRJ	Bath, Maine	Percy & Small
WILLIAM C. CARNEGIE	2663	KQGD	Bath, Maine	Percy & Small
FANNIE PALMER	2258	KQLP	Waldoboro, Maine	G.L.Weldt
(rn GEORGE P. HUDSON after being ashore on first trip)				
VAN ALLENS BOUGHTON	2129	KQMC	Camden, Maine	H.M.Bean
LOUISE B. CRARY	2231	KQND	Bath, Maine	New England S.B.Co.
			1901	
ARTHUR SEITZ	2207		Camden, Maine	
OAKLEY C. CURTIS	2374	KQNR	Bath, Maine	Percy & Small
REBECCA PALMER	2556	KQPV	Rockland, Maine	Cobb, Butler & Co.
MARTHA P. SMALL	2178	KQSH	Bath, Maine	Percy & Small
BAKER PALMER	2792	KRFS	Waldoboro, Maine	G.L.Welt
JAMES W. PAUL JR.	1808	KRHP	Verona, Maine	McKay & Dix
MARY F. BARRETT	1883	KRHQ	Bath, Maine	G.G.Deering Co.
JAMES PIERCE	1664	KRLB	Thomaston, Maine	Washburn Bros.
			1902	
PRESCOTT PALMER	2811	KRLN	Bath, Maine	
JENNIE R. DUBOIS	2227	KRNH	West Mystic, Conn.	Holmes S.B.Co.
CORA F. CRESSEY	2499	KRPC	Bath, Maine	Percy & Small
(rn SHOW BOAT)				
PAUL PALMER	2193	KRVN	Waldoboro, Maine	
T. CHARLETON HENRY	2421	KSDH	Camden, Maine	
			1903	
WASHINGTON B. THOMAS	2638		Thomaston, Maine	
GARDINER G. DEERING	1982	KSHL	Bath, Maine	G.G.Deering Co.
KINEO (steel)	2128	KSLF	Bath, Maine	A.Sewall & Co.
(rn MARYLAND 1916; auxiliary motor tanker)				
DOROTHY PALMER	2872	KSLV	Waldoboro, Maine	G.L.Weldt
ELIZABETH PALMER	3065	KSPW	Bath, Maine	Percy & Small

LOG CHIPS FIVE-MASTED SCHOONERS BUILT ON THE EAST COAST (contd.) JULY 1948

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1904	
MAGNUS MANSON	1751	KLBC	Bath, Maine	New England S.B.Co.
SINGLETON PALMER	2859	KTBH	Waldoboro, Maine	G.L.Weldt
MARGARET HASKELL	2114	KTFG	Camden, Maine	H.M.Bean
GRACE A. MARTIN	3129	KTGN	Bath, Maine	Percy & Small
JANE PALMER	3138	KTLM	Boston, Mass.	J.M.Brooks
MARCUS L. URANN	1899	KTLR	Phippsburg, Maine	C.V.Minott Jr.
HARWOOD PALMER	2385	KTMN	Waldoboro, Maine	G.L.Weldt
SAMUEL J. GOUCHER	2547	KTMQ	Camden, Maine	
DOROTHY B. BARRETT	2088	KTNR	Bath, Maine	G.G.Deering Co.
			1905	
HELEN J. SEITZ	2547	KVCM	Camden, Maine	
DAVIS PALMER	2965	KVDG	Bath, Maine	Percy & Small
			1907	
FANNIE PALMER	2233	KWCN	Bath, Maine	Percy & Small
ELVIRA BALL	869	KWHL	Mystic, Conn.	Gilbert Trans.Co.
GOVERNOR BROOKS	2268	KWLG	Bath, Maine	Percy & Small
			1908	
FULLER PALMER	3060	KWSD	Bath, Maine	Percy & Small
			1913	
COURTNEY C. HOUCK	1627	LDCG	Bath, Maine	G.G.Deering Co.
			1916	
JEROME JONES (rn FRANK M. DEERING)	1891	LFTQ	Bath, Maine	G.G.Deering Co.
			1917	
DUNHAM WHEELER	1926	LHMK	Bath, Maine	Percy & Small Inc.
VIRGINIA PENDLETON	1965	LNSW	Noank, Conn.	Pendleton Bros.
(semi-diesel auxiliary; rn ASTA; engines removed and rn ROBERT L.LINTON)				
			1918	
ST. JOHNS, N. F.	2046	LKPS	Bath, Maine	Percy & Small, Inc.
			1919	
JENNIE FLOOD KREGER	1838	LQCD	Belfast, Maine	Mathews Bros.
JOSEPH S. ZEMAN	1956	LQCW	Bath, Maine	Percy & Small, Inc.
CARROLL A. DEERING	2114	LQPD	Bath, Maine	G.G.Deering Co.
			1920	
MARY H. DIEBOLD	1516	MCDV	Newcastle, Maine	Newcastle S.B.Co.
EDNA HOYT	1512	MCGH	Thomaston, Maine	Dunn & Elliot Co.
SINTRAM	2259	MCGJ	South Freeport, Me.	Freeport S.B.Co.
(hull built for a wooden steamer)				

For a discussion of these five- and six-masted schooners and of vessels with similar rigs built in other waters, see the articles "Six-masted Rigs" in The American Neptune, volume 4, pp 325-326, and "Five-masted Schooners" in The American Neptune, volume 5, pp 137-141.

FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1879 (rebuilt from steamer built 1863)	
WEYBOSSET	629	HSQB	Mystic, Conn.	C.G.Greenman
			1880	
WILLIAM L. WHITE	995	JTSF	Bath, Maine	Goss, Sawyer & Packqrd
			1881	
FRANCIS C. YARNALL	495	JVSD	Wilmington, Del.	
			1882	
ELLIOTT B. CHURCH	1137	JWCS	Bath, Maine	
CHARLES E. BALCH	843	JWGH	Bath, Maine	
AUGUSTUS HUNT	1200	JWSC	Bath, Maine	
			1883	
JEANIE (steam aux.)	1071	KBCQ	Bath, Maine	Goss & Sawyer
WILLIAM T. HART	943	KBMG	Alexandria, Virginia	JOHN AGNEW & CO.
JONATHAN BOURNE	708	KBSH	Camden, Maine	H. M. Bean
			1884	
HAROLDINE	1361	KCMQ	N.Weymouth, Mass	
C. B. CHURCH	838	KCSG	Bath, Maine	
WILLIAM M. BIRD	808	KCTP	Camden, N.J.	
			1885	
WM. J. LERMOND	887	KDCW	Thomaston, Maine	S. Watts & Co.
			1886	
AGNES MANNING	875	KDGS	Bath, Maine	
EVA B. DOUGLASS	1093	KDLG	Bath, Maine	New England S.B.Co.
SARAH W. LAWRENCE	1369	KDLM	Bath, Maine	
CASSIE F. BRONSON	1124	KDLR	Bath, Maine (rn. GILBERT BROTHERS)	
BENJAMIN F. POOLE	1155	KDMG	Bath, Maine	
KING PHILIP	1224	KDMW	Camden, Maine H. M. BEAN	
ISAIAH HART	897	KDNM	Waldoboro, Maine	
			1887	
T. A. LAMBERT	1630	KDQG	Bath, Maine	
ANDREW ADAMS	812	KDQH	Wiscasset, Maine	
LUCY H. RUSSELL	1166	KDVJ	Bath, Maine	
SIDNEY G. HUPPER	974	KDVN	Thomaston, Maine	Samuel Watts
KATIE J. BARRETT (rn STAR OF THE SEA)	967	KDWF	Bath, Maine	William T. Donnell
BERTIE & MAUD	191	KDWQ	Camden, N.J. (rn. S. A. SOUDER)	
POCAHONTAS	1382	KFBC	Camden, Maine H.M. BEAN	
FRANK T. STINSON	971	KFBD	Bath, Maine	
CLARA GOODWIN	945	KFBH	Bath, Maine	Kelley & Spear
MOUNT HOPE (rn Portuguese ATLANTICO 1915)	1105	KFBM	Camden, Maine	H.M.Bean
			1888	
BLANCHE H. KING	1156	KFBR	Bath, Maine	New England S.B.Co.
VIKING	1017	KFCM	Bath, Maine	
GRACIE D. BUCHANAN	1140	KFDM	Bath, Maine	
CALVIN B. ORCUTT	953	KFDQ	Bath, Maine	
W. WALLACE WARD	1245	KFHS	West Haven, Conn.	
JOHN K. SOUTHER	993	KGBF	Thomaston, Maine	
F. & T. LUPTON	922	KGBW	Wilmington, Delaware	
NAPOLEON BOUGHTON	826	KGCF	New Haven, Conn.	

(to be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1886
(arranged by builders)

Name	Matl.	Rig	Gross	First owners
S.P.Austin & Sons, Wear Dockyard, Sunderland				
CRAIGISLA	Iron	Bark	1086	W. Nicol & Co., Liverpool
W. Doxford & Sons, Sunderland				
COLONY	Iron	4m.Ship	1750	Ogwen Ship Co.Lim., Liverpool
PROVINCE	Iron	4m.Ship	1842	Province Shp.Co.Lim.(W.Thomas & Co.),L'pl.
North of England Shipbuilding Co.Lim., Sunderland				
BEATRIX	Iron	Bark	1290	T.Beynon & Co., Newport
Robert Thompson & Sons, Sunderland				
SANTA	Iron	Bark	979	Turner, Edwards & Co., Bristol
Richardson, Duck & Co., Stockton-on-Tees				
ESKASONI	Iron	Ship	1760	Esk.Shp.Co.Lim.(F.C.Mahon), Windsor, N.S.
LINDISFARNE	Iron	Ship	1771	J.Lidgett & Sons, London
BANGALORE	Iron	Ship	1746	G.Croshaw & Co., London
Oswald, Mordaunt & Co., Southampton				
MILVERTON	Iron	Ship	2192	F.Nodin, Liverpool
ELLESMERE	Iron	4m.Ship	2708	Sl.Shp.Ell.Co.Lim.(Fisher & Sprott), Lond.
SCHIFFBEK	1904	Knöhr & Burchard, Hamburg		
SANTA MARIA	1917	Portuguese Government, Lisbon		
PORT SANTO				
ANDRINA	Iron	4m.Ship	2699	And.Sl.Shp.Co.Lim.(E.F.& W.Roberts), L'pl.
ALEJANDRINA	1918			
CORTEZ	Iron	Ship	2294	G. Petrie, London
ASTRI		Thv. B. Heistein & Sons A/S, Christiansand, Norway		
ASMUND	1918	Norway		
LEYLAND BROTHERS	Iron	Ship	2291	R.W.Leyland & Co., Liverpool
NACALA (aux.)	1944	Portugal		
R. & J. Evans & Co., Brunswick Dock, Liverpool				
GENERAL GORDON	Iron	4m.Ship	1690	L. Davies & Co., Liverpool
W. H. Potter & Sons, Liverpool				
HOLYROOD	Iron	Ship	2047	Macvicar, Marshall & Co., Liverpool
WAYFARER	Iron	Ship	2095	Builders
Thomas Royden & Sons, Queens Pier Head, Liverpool				
LORD RAGLAN	Iron	Ship	2125	Sl.Shp.L.R.Co.Lim.(J.Herron), Liverpool
PRIMROSE HILL	Iron	4m.Ship	2520	Sl.Shp.Prim.Hill Co.Lim.(W.Price & Co.)"
BIDSTON HILL	Iron	4m.Ship	2519	Sl.Shp.Bid.Hill Co.Lim.(W.Price & Co.) "
ANDOLA	Iron	Ship	2093	G.W.Roberts, Liverpool
Whitehaven Shipbuilding Co.Lim., North Wall, Whitehaven				
GILCRUIX	Iron	4m.Ship	2304	North Western Shipping Co.Lim., L'pool.
BARMBEK		Knöhr & Burchard, Hamburg		
Williamson & Son, Workington				
LOWTHER CASTLE	Iron	Ship	1868	Lancaster Shipowners Co., Liverpool
GREYSTOKE CASTLE	Iron	Ship	1878	Gr.Castle Shp.Co.(J.Chambers & Co.), L'pl.
Scott & Co., Cartsdyke, Greenock				
GOWANBURN	Steel	4m.Ship	2079	R. Shankland & Co., Greenock
TAIKOO	Steel		536	(Not located in Lloyd's)
Russell & Co., Greenock				
SAMOA	Iron	Bark	1138	P. Denniston & Co., Glasgow
FALLS OF HALLADALE	Iron	4m Ship	2085	Shp.F.of H.Co.Lim.(Wright & Breakenridge), Glasgow.
ARDENCRAIG	Iron	Ship	2153	Edmiston & Mitchells, Glasgow
ERNE	Iron	Ship	1692	J.Nourse, London
RHINE	Iron	Ship	1691	J.Nourse, London

UNITED KINGDOM SHIPBUILDING IN 1856, continued

Russell & Co., Port Glasgow

TASMANIA	Iron	4m.Shp	2269	P.Denniston & Co , Glasgow
TASMAN				Grefstad & Herlofsen, Arendal, Norway
AUSTRALIA	Iron	4m.Bk	2268	P.Denniston & Co., Glasgow
ELISA LIHN	1906			Schlubach, Thiemer & Co., Hamburg, Germany
AUSTRALIA				
PHYLLIS	1916			Pacific Freighters Inc., San Francisco, USA
FALLS OF GARRY	Iron	4m.Bk	2088	Shp.F.of G. Co.(Wright & Breakenridge), Glsw.
NILE	Iron	4m.Shp	2162	A.Brown, Glasgow
THOR 2.	1911			Thor Dahl, Sandefjord
PORT YARROCK	Iron	Bark	1379	Crawford & Rowat, Glasgow
PORT RAMSAY	Iron	Ship	1575	Crawford & Rowat. Glasgow
INCHCAPE ROCK	Iron	Ship	1599	J.Cornfoot & Co., Glasgow
BEN-Y-GLOE	Iron	Ship	1719	Watson Brothers, Glasgow
ST. MARY'S BAY	Iron	Bark	1165	Hatfield, Cameron & Co., Glasgow
THORNLIEBANK	Iron	Bark	1491	A. Weir, Glasgow
SUAKIM	Iron	Ship	1679	G.M.Steeves, Liverpool
RIVERSIDE	Iron	Ship	1684	T.C.Jones & Co., Liverpool

Robert Duncan & Co., Port Glasgow

RAHANE	Steel	Ship	1709	Thom & Cameron, Glasgow

William Hamilton & Co., Port Glasgow

BOTHWELL	Steel	Ship	2126	Builders

McArthur & Co., Abbotswich, Paisley

JAMES ARTHUR	Iron		200	(not located in Lloyd's)

Birrell, Stenhouse & Co., Dumbarton.

SALSETTE	Iron	Ship	1702	J.Shepherd & Co., London

Archibald MacMillan & Son, Dockyard, Dumbarton

MARION INGLIS	Steel	Ship	1587	Rogers & Co., Glasgow
LYNDHURST	Steel	4m.Shp	2311	Lyndhurst Shp.Co.(W.R.Price & Co.), London
ALEXANDER LAWRENCE	Steel	Bark	1253	A.M.Lawrence & Co., London

Barclay Curle & Co.Lim., Glasgow

KING ALFRED	Iron	Bark	1319	J.A.Walker & Co., Glasgow
PROVIDENZIA		Italy		
AEOLUS	Iron	Ship	1680	A.& J.H.Carmichael & Co., Greenock
BANNOCKBURN	Steel	4m.Shp	2058	R.Shankland & Co., Greenock
AMAZON	Iron	4m.Bk	2062	R.Hill, Greenock
COUNTY OF ROXBURGH	Iron	4m.Shp	2209	R.& J.Craig, Glasgow

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow

EARL OF ABERDEEN	Iron	4m.Bk	2204	Earl Sail Shp.Line Lim.(D.Brown & Sns),Lond.
BALCLUTHA	Steel	Ship	1689	R.McMillan, Glasgow
STAR OF ALASKA				Alaska Packers Association, San Francisco
PACIFIC QUEEN				Frank G. Kissenger, San Francisco

David & William Henderson & Co., Meadowside Works, Partick, Glasgow

F. S. CIAMPA	Steel	Ship	1573	F.S.Ciampa & figli, Castellamare

Alexander Stephen & Sons, Linthouse, Glasgow

KINFAUNS	Steel	Bark	1001	C.Couper, Dundee
J.& C.LLUSA				Llusa y Cia, Barcelona

UNITED KINGDOM LAUNCHINGS IN 1886, continued

W.B.Thompson, Glasgow

PERSEVERANCE	Iron	4m.Shp 2511 net	A.D.Bordes & Fils, Bordeaux
TARAPACA	Iron	4m.Shp 2456 gr.	A.D.Bordes & Fils, Bordeaux

Grangemouth Dockyard Co., Grangemouth

ILMA (completed 1885)	Steel	Bktn 345	A/S Ilma (F Klem), Christiania, Norway
STRATHSPEY	Steel	Bark 363	Anderson, Webster & Co., Glasgow

Ramage & Ferguson, Leith

CASTOR	Steel: iron frame & floors.	Bark 2059	W.S.Croudace, Dundee
HIGHLAND HOME	Iron	Bark 1371	Crane, Colvil & Co., Glasgow

Paul Rodgers, Carrickfergus

ANNIE PARK	Steel: floors iron.	3m.Sch 214	J.Fisher & Sons, Barrow
GEORGE B. BALFOUR	Steel	3m.Sch	J.Fisher & Sons, Barrow

Harland & Wolff, Belfast

LORD TEMPLETOWN	Steel	Ship 2152	Irish Shipowners Co., Belfast
SWANMORE	Iron	Bark 1822	W.J.Myers & Son, Liverpool
SIXTUS		Denmark	
STANMORE	Iron	Bark 1824	W.J.Myers & Son, Liverpool
DEUDRATH CASTLE		R.Thomas, Liverpool	

Workman Clark & Co.Lim., Belfast

STAR OF AUSTRIA	Steel	Ship 1781	J.P.Corry & Co., Belfast
BESSFIELD	Iron	Bark 1322	W.Porter & Sons, Belfast

UNITED KINGDOM SHIPBUILDING IN 1886

Although by 1886 most steamers were being built of steel, the majority of sailers were still fabricated of wrought iron; however the superior ease with which steel plates were being produced led to several instances of ships being built with a shell of steel plates over a frame of wrought iron.

The largest sailing vessels launched in Great Britain in 1886 were the sister four-masted ships ANDRINA and ELLESMERE, of 2699 and 2708 gross tons, respectively. They were well built, too, as evidenced by the fact that ANDRINA's hull lay ashore on Tierra del Fuego from May 1899 to June 1918, when she was floated and was put back into service.

Among the 1886 ships later owned in the United States were the following:

RHINE was bought by Boston owners about 1910, and was admitted to American registry in 1914 at the outbreak of World War I. She became a barge at New York about 1924, and her register was abandoned in 1929.

LORD TEMPLETOWN was bought in 1900 by Ecshen & Minor of San Francisco, with registry at Victoria, B.C. In 1902 they were reported seeking Virgin Islands papers for her; but this was abandoned when negotiations for the purchase of the islands by the United States fell through; and in 1914 they did not avail themselves of the opportunity to transfer to the American flag. In 1925 the LORD TEMPLETOWN became a barge in British Columbia waters.

AUSTRALIA, as PHYLLIS, was brought to San Francisco in 1916, and after passing through several East Coast ownerships, was sold for scrap in 1925.

BANGALORE will be remembered as the ship about which Paul Eve Stevenson's "Deep Water Voyage" was written. She came under American registry a few years later, and disappeared with all hands in 1907 on a voyage from Norfolk, Virginia, to Honolulu.

BALCLUTHA was admitted to U.S.registry by a special act of congress in 1901. In 1904, after being ashore in Alaska, she was acquired by the Alaska Packers, who resold her in 1933. She is now lying in the harbor of Los Angeles, California, serving occasionally in moving pictures.

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER TWO 11 SEPTEMBER 1948

JOURNAL OF A TRIP TO WASHINGTON STATE

We left National Airport, across the Potomac from Washington, at 9 PM Tuesday, and landed early the next morning in California. Unification of the armed forces seems to be a fact at San Francisco; at any rate the Navy bus that took us from the Air Force base called at another Air Force installation and two Army outfits before dropping us at the Navy center in San Francisco. En route we saw the hulk of the stern-wheeler GOLD lying in a backwater at Mare Island, and at Sausalito were the old Lake-built ADMIRAL SEBREE still lying in Richardson's Bay, and Warwick Tompkins' WANDER BIRD alongside a pier.

We had no chance to tour the San Francisco waterfront, as we had to catch another Navy bus to Moffett Field, whence we flew to Sand Point, Seattle, arriving shortly before dark. The next morning we boarded the Army Transportation Corps FS-210, a little seagoing twin screw diesel vessel, at Portage Bay, Lake Union. Not far away was lying the auxiliary four-masted schooner yacht FANTOME, which has been in these waters since 1939; but the forest of masts in Lake Union is a thing of the past. We locked through to salt water with the famous sound steamer VIRGINIA V -- through the lock said to be second only to those at Panama -- and then headed north, passing the remains of the wooden steamer ANNETTE ROLPH.

It is a new sight (to us) to see the chief mate, wearing an Eisenhower jacket, working a crew of sergeants and corporals on the forecastle head; but the Army seems to have taken seafaring in its stride. Another new sight was the antics of a gull trying to maintain his perch and his dignity atop a revolving radar antenna. Gulls waited millions of years for ships to be invented so that they could get free rides, and now the electronics people have ruined their best roosts.

We made a landing at Friday Harbor, on San Juan Island, in the middle of the afternoon, and the next day had a chance to explore the island. Lying not far from Friday Harbor we found the three-masted schooner WAWONA, which has been there since the end of the 1947 fishing season. She is owned by the Robinson Fisheries Co. of Anacortes, which was recently bought out by a New York concern, and this season they are trying an ex-subchaser as a trawler on the Bering Sea codfishing grounds.

WAWONA, built at Fairhaven, California, in 1897, entered the cod fishery in 1914, and is credited with having landed more cod than any other salt-banker in the world. The Army used her as a barge in World War II, sending down her masts in true military fashion-- with a crosscut saw at the deck level, after hack-sawing through the shrouds. They also chopped off her galley. After the war she was refitted with three 110' spars, cut far up on the slope of Mount Baker. The logs alone cost $500 apiece, and the completed masts $1100 each. For a sailing vessel, the WAWONA carries plenty of machinery; there is an air-cooled engine at each mast for halyards, a Delco light plant, a freezing plant, and a diesel anchor windlass, while her 30 fishermen use dories with air-cooled inboard engines.

Another sight on San Juan Island is the limekilns at Roche Harbor, where the SCOTTISH LADY lay for many years, as described by Harold Huycke in the October 1947 "American Neptune". Roche Harbor is

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a semi-ghost town now; but, driving over the dusty, rabbit-ridden roads of the island, the natives still tell tall tales of the rose gardens, salmon barbecues, and other eccentricities of the late founder of the company town.

Most of Saturday we spent on the water again, on the chartered 55-ft fishing boat HYDAH, in the channels among the islands. We went far up East Sound on Orcas Island, past Rosario, where Robert Moran, after retiring from shipbuilding at Seattle, built the yacht SANWAN on the lawn of his estate.

On Sunday we went back to Seattle again on the FS-210, touching at Port Hadlock, and then down the Sound, seeing the famous streamlined ferry KALAKALA, and some double enders also from San Francisco Bay. Making a landing at the Seattle Port of Embarcation, we passed a group of laid-up naval vessels. In them the hull like a razor and the chevrons on the stack identified a familiar form, which no amount of grey paint could disguise -- the barracks ship GREYHOUND (IX-106), the old YALE. We heard later that she is to be sold as surplus.

The weather by now had settled down to a steady drizzle, but we went forth in search of a kindred spirit, Captain P.A.McDonald, some time master of MOSHULU, DUNSYRE, WILLIAM DOLLAR, and others of the last American square-riggers. We found him surrounded with memories of the bygone sailing ships and the men who sailed them. He apologized for the rain (which, we gathered, is unusual in July in Seattle) but not for the lack of wind; for, as he said, "what is the need for wind with no ships left to use it?"

We could have spent a couple of days looking at his collection of beautifully-kept books on the sea, his scrapbooks and photographs and paintings (including a wonderful Patterson oil of the JOSEPH DOLLAR); but after discussing the barkentine JAMES JOHNSON and Conrad's bark CTAGO, the dearth of competent marine artists and the public apathy toward maritime history, the use of the sympiesometer and the lumber-carrying qualities of the Down East square-riggers, we made our way back to Sand Point.

Monday was spent mostly in the air: Sand Point to Moffett, Moffett to Fairfield, and Fairfield to Washington Airport. We got back to our desk in the steaming tropical climate of Washington on Tuesday.

THE LARGEST CATBOAT, DORY, AND SLOOP

"Rudder" for July (p.77) has a photo and description of the largest catboat ever built, the CLEOPATRA, by Daniel Crosby & Sons at Osterville, Mass., in 1895 for Anthony O. Russell, Nantucket. Overall 38-ft. with 3-ft draft, she registered a hefty 17 gross tons on 32.5 x 15.2 x 4.6 feet dimensions.

We think the largest dory ever put together was one at Provincetown, Mass., in 1901 for Col.C.L Norton. She measured 45 x 14 x 7, had a deckhouse, and was rigged with two leg-of-mutton and a jib. Does any reader know her name?

What was credited with being the largest sloop yet built on the Chesapeake was the CHARLES M.KELLY, built in Gloucester County, Virginia, in 1892. She was 80 tons deadweight, 33 gross, 79.5 x 19.5 x 6. The largest Hudson River sloop was said to be UTICA of Athens, N.Y., built in 1833 at Albany, N.Y., 220 deadweight, 126 gross, 77 x 27 x 8. R.G.Albion found the largest sloop built at New York to have been ILLINOIS, by Christian Bergh in 1817, a Stonington sealer 111 tons (o.m.), 83' x 27'7" x 11'.

Seth Padelford, a shipowner of Providence, R.I., was interested in some large sloops in the forties and fifties. Two of these were 130 tons (o.m.): POINTER, built at Bristol, R.I., in 1856, 76'2" x 26'3" x 7'10"; and THOMAS HULL, built there in 1850, 76'5" x 25'4" x 8'; while AMERICA, built at Bristol in 1851, was 148 tons (o.m.), 83' x 26'7" x 11'. Padelford owned shares in at least half a dozen other large sloops; the reason for his predilection for the rig is unexplained.

The 203-ton (o.m.) POLLY PRICE, built at Egg Harbor, N.J., in 1855, is also listed as a sloop. We do not have her dimensions, nor have we confirmed the number of masts from her register.

Coming down to more recent times, the largest sloops are the Quincy granite carriers. All but the largest of these were sloop-rigged, as a schooner rig was ill-adapted to swinging the heavy boom required to lift the granite blocks out of the hold. The BALDWIN, built at Essex, Mass., in 1890, measuring 86 x 27.2 x 7.3 feet and 183 gross tons, was the largest stone sloop.

(Continued on Page 15)

DUDE SAILERS OF THE NEW ENGLAND COAST

We mentioned in our last issue the ram EDWIN & MAUD, which has been refitted to carry passengers for one-week cruises on the Chesapeake. She is operated by Chesapeake Vacation Cruises Inc., who in 1945 converted the LEVIN J.MARVEL, a 133-ton three-master built at Bethel, Delaware, in 1891. The MARVEL ventured down to Florida after her first cruising season, but has since, we understand, remained in the Chesapeake.

This business of carrying passengers for short cruises in historic coasting vessels seems to have originated in Maine. Captain Frederick B.Guild of Boothbay Harbor has been in the trade since 1932, and this season is running the STEPHEN TABER, ALICE S.WENTWORTH, and GRACE & ALICE. The TABER, 50 tons, was built at Glenwood, N.Y., in 1871; the GRACE & ALICE, 31 tons, at Calais, Maine, in 1910; and the WENTWORTH, 68 tons, at Wells, Maine, in 1905.

At Camden, Maine, Captain Frank Swift operates a fleet that includes the MATTIE, LOIS M.CANDAGE, CLINTON, EVA S.CULLISON, LILLIAN, ENTERPRISE, MERCANTILE, and MABEL, all little two-masted coasters; the ex-yacht INDRA; and Irving Johnson's old YANKEE. MATTIE, 58 tons, was built at Patchogue, N.Y., in 1882 as the GRACE BAILEY. CLINTON, 33 tons, was built at Millbridge, Maine, in 1886; CANDAGE, 44 tons at Bluehill, Maine, 1912; CULLISON, 48 tons, at Baltimore, Md., in 1888; LILLIAN, 43 tons, at Boothbay, Maine, in 1876; and ENTERPRISE, 57 tons, and MERCANTILE, 41 tons, at Deer Island, Maine, in 1909 and 1916. MABEL we cannot identify, but INDRA, 25 tons, was built at South Boston in 1900; while Yankee, 102 tons, was built in Holland in 1897 as the pilot boat TEXEL. Passenger accommodations on the coasters range from 11 on the CLINTON to 24 on the MATTIE.

One of the largest coasters in the dude business is MAGGIE, 72 tons, built in Dorchester Co., Md., 1871, and now run out of Nahant, Mass., by Donald P. Hurd. At Rockland, Maine, the former yacht NORTHWIND is operated by James Clifford.

Except for YANKEE, none of these vessels has an engine. They generally cruise in sheltered waters and tie up at night. A week costs $60 to $75, passengers usually supplying their own bedding. Most of these little craft are older than any of their passengers, but are probably in better physical condition. What better way is there than a trip in one of them to escape for a week the complexities of civilization and hearken back to our ancestors' way of life and means of livelihood?

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THE MEXICAN STATES PASSENGER LINE

The Compania Navigacion de los Estados de Mexico, of Mazatlan, better known as the Mexican States Line, was established in 1921 or 1922 with a group of former British Navy sloops of the "herbaceous border". These vessels were originally designed to be built for the Admiralty by yards with no previous naval construction experience, using merchant ship practice, and so after World War I they proved simple to convert to passenger and cargo work.

About 118 of these craft had been built, displacing 1200 tons on dimensions 255 x 33.6 x 11 ft draft, with 4-cylinder triple-expansion engines driving them at 17 knots with 2400-hp on a single screw. As merchant vessels they were around 1400 gross tons.

A few of this "Flower class" had been used as Q-ships, although they were intended chiefly for mine-sweeping, and the State Liners were invariably described as former Q-ships wherever they happened to be. However, it is doubtful whether any of them actually was a Q-ship.

Under Mexican state ownership the vessels were converted to burn oil, and the old tank barge SIMLA, formerly a four-masted bark, was bought and stationed at Mazatlan as a bunkering facility. The steamers were licensed to trade between San Francisco and Panama, and for a few years a lively schedule was maintained; but eventually the service proved unprofitable, and the individual vessels were scattered among various ownerships. Apparently none of them survived World War II, although we have been able to obtain the ultimate fate of only one. Here are their individual histories:

OAXACA (ex HMS PELARGONIUM) was built by Hamilton at Port Glasgow in 1918. In 1927 she was bought by C.Allan Hancock, a rich millionaire of Los Angeles, to run to a ranch he owned in Mexico. He also made a collecting trip to Cocos, Malpelo, and Galapagos in her. Then she changed hands a number of times; for a while she belonged to the West Coast Transportation Co.of Panama City; and a little later she

got ashore in the Wrangell Narrows near Ketchikan, Alaska, and was bought and salved by Hobbs Bros. of Vancouver. In April 1929 she arrived at Los Angeles from Magdalena Bay, and was laid up. Her owner at this time was J.D.Gentry of San Bernardino, California.

In April 1937 OAXACA was reported sold to the Providence SS Co. of Rhode Island, to run in the fruit trade from the east coast of Mexico to Gulf ports; but this deal fell through. Finally in February 1938 she had her waterline shell plating renewed at the Craig yard, was renamed SOFIA, and sailed off to Greece to run in the Cyclades Islands passenger trade for M.P.Nomokos of Piraeus.

COLIMA (ex HMS POLYANTHUS) was built by Lobnitz at Renfrew in 1917, and about 1928 was sold to Cayzer, Irvine & Co.Lim. of Montreal. In 1933 she became the ACROPOLIS of Antoniou & Katramandos, Piraeus.

CHIAPAS (ex HMS MISTLETOE) had been built by the Grangemouth & Greenock DY Co. at Grangemouth in 1918. After sale by the States Line she was renamed PLAYA ENSENADA in 1932; in 1933 she was owned by G.A.Mc Lovey of Panama as LA PLAYA; next she was renamed CITY OF PANAMA; and in 1934 became STAR OF HOLLYWOOD under the ownership of Martin S.Lewis Jr. of Los Angeles. She was well known during this period for making alcoholic "cruises to nowhere" just outside the three-mile limit. In 1939 she became the gambling barge TEXAS, only to be put out of business by Earl Warren a year later. She next assumed the humble role of a fishing barge and the name STAR OF SCOTLAND. Finally, on 23 Jan.1942 she foundered off Santa Monica Breakwater, with the loss of one life.

CHIHUAHUA (ex HMS MONTBRETIA) was a product of the Irvine SB & DD Co. at West Hartlepool in 1917. She was owned in 1935 by the Pacific Deep Sea Fishing Corp. of Mazatlan, and is not in Lloyds Register for 1938.

NAYARIT (ex HMS IVY) was built at Blyth in 1918 by the Blyth SB & DD Co. Her first name in Mexican service was SINALOA, but this soon was changed to NAYARIT. Like COLIMA, she was sold to Cayzer, Irvine & Co., Montreal; and in a couple of years became the NORTH VOYAGEUR of the Clarke SS Co., Quebec, running from the St.Lawrence to Newfoundland between May and October. In 1937 she became ESPEROS of the Hellenic [illegible]ning & Commercial Co.Lim., of Greece.

GUERRERO (ex HMS DIANTHUS) was built by Barclay Curle & Co.Lim. at Glasgow in 1917. She was driven ashore in a storm at Mazatlan on 15 October 1922, but her people were rescued safely, and she was floated a month later by the ALCERINE (another former Royal Navy vessel) of the Pacific Salvage Co., Vancouver. GUERRERO is last listed as owned by W.Maggio of Mazatlan, and is not in 1938 Lloyds.

Beside the six single-screw steel sloops, the Mexican States Line ran the SINALOA, a steamer of about the same size built in 1921 at Hardinxveld, Netherlands, as the SANTA GERTRUDIS. In 1933 she became the ARCHON, owned by C.M.Lemos of Syra, so that no fewer than four of the fleet ended up in Greek waters.

As to SIMLA, the fuel barge, she was brought back to San Francisco for repairs and capsized in the Oakland Estuary on 7 Jan.1930. The wreck was raised a couple of years later, to be scuttled in deep water.

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THE MISSIONARY PACKET MORNING STAR

The excellent illustrated article on the MORNING STAR by Dorothy Cushing in June "Steamboat Bill" ends with sale of the barkentine in 1900 for trading to Cape Nome. After a few years she was fitted out as the whaler HERMAN, owned by Herman Liebes of San Francisco, and she went to the Bering Straits whale fishery regularly from 1907 to 1912. In 1913 she was laid up, but in 1914 was sent North in search of the ill-fated KARLUK of Stefansson's expedition, and also took 6 bowhead whales.

In 1916 HERMAN was given an Atlas gas engine in place of her steam plant and rerigged as a baldheaded three-masted schooner; and in 1922 a diesel was installed. In 1926 she was sold to G.Omana of La Paz, Lower California, who renamed her CHAPULTEPEC. She is out of the registers for 1928.

MORNING STAR was built by the New England Shipbuilding Co. at Bath, Maine, in 1864 for the American Board of Foreign Missions, Boston, with the contributions of Sunday School children. She originally was a steam barkentine of 471 gross tons, 131.3 x 29.9 x 12.2 feet. She had a compound engine from the Goss Marine Iron Works of Bath, and her mizen lower mast served as smokestack.

SAILING SHIP NEWS

C.A.THAYER, 3m.sch. Codfishing in Bering sea; had taken 200,000 fish by first week in August.

CHRISTIAN RADICH, Nor.tr.ship. Left Oslo 2 June; 27th arr Madeira; 29 July arr New York from Madeira (27 d).

DAR POMORZA, Pol.tr.ship. On cruise 30 May-1 Sept; 9 July left Copenhagen for Havre.

EAGLE, USCG tr.bark. 8 June left New London; 2 July arr London via Azores.

EFFIE M. MORRISSEY, 2m.sch. Fitting out at New Bedford for Cape Verde Is.trade.

FREDERICK P.ELKIN, Br.3m.sch. 3 July left Hampton Rds for Barbados; called at Bermuda 17 July.

KØBENHAVN. The hull launched at Leith in 1914 to be rigged as a 5m.bark was instead requisitioned by the Admiralty as an oil hulk, and is still so used by Shell Oil at Gibraltar.

KOMMODORE JOHNSEN, ex-Ger.aux.4m.bark. Reported refitting at Rostock as a Soviet training ship.

LAWHILL, S.Afr.4m.bark. 27 Feb.left Port Victoria; 6 May arr Beira (68 d); 18th left Beira; 30th arr Durban (12 d); 25 July sold to Portuguese buyers.

LUCY EVELYN, 3m.sch. 3 March left Cape Verdes for Dakar; 12 April arr New Bedford instead. 8 June sold at auction to N.T.Ewer, Beach Haven, N.J., for preservation ashore. 4 July ashore near Little Egg Inlet, towing to Beach Haven, but floated by Coast Guard.

MADALAN, bgne. 28 May arr Dakar from US; 8 June left; 26 July arr Providence, R.I.(48 d), with 42 passengers.

MOSHULU, Finn.4m.bark. Floated at Narvik in May. Currently for sale at Bergen for $50,000.

PADUA, ex-Ger.4m.bark. Reported refitting as Soviet training ship for 400 men.

PAMIR, New Z.4m.bark. 1 June left Antwerp for New Zealand with cement and slag.

PASSAT, Finn.4m.bark. 17 May left Port Victoria for U/K with wheat.

SAGRES, Port.tr.bark. 10 July arr Boston from St.Vincent CVI (27 d). Visited New Bedford, Providence, New York (under tow). 3 Aug. left New York for home.

SØRLANDET, Nor.tr.ship. 12 July arr Tyne from Arendal.

TANGARA, Braz.aux.4m.bktn. 20 May left Rio; 28th arr Pto Alegre in tow, engines disabled.

VERA P. THORNHILL, Br.2m.sch. 23 May total loss at Belize.

VIKING, Finn.4m.bark. 11 Mar. left Port Victoria with 4000 tons wheat; arr Falmouth 28 July (139 d); 4 Aug.arr London.

(Our thanks to Giles Tod and others who have sent in items for this section).

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THE LARGEST SLOOP (contd.from p.12)

Among American yachts, the biggest one-masters have been the America's Cup defenders and defense aspirants. Registered measurements of the largest of these are:

Year	Name	Gross	Dimensions, feet		
1887	VOLUNTEER	105	93.9	23.5	11
1893	VIGILANT	144	103.9	26.4	16.1
1899	COLUMBIA	145	104.8	24.2	18.1
1903	RELIANCE	175	110	25.8	17.6
1930	YANKEE	136	106.2	22.5	13.4

LISTS OF UNITED KINGDOM LAUNCHINGS

The annual tabulations of sailing vessels launched in the United Kingdom are continued in this issue on Pages 21 to 24 with the output of 1887 and 1888. It will be observed that we have tried to improve the utility of these lists by including changes of name. Whenever possible, the year that the name was changed is also given, as well as the owner by whom the name was changed.

Several readers have expressed a desire to have such lists for earlier years. We have made a start in this direction by compiling preliminary lists for 1884 and 1885; but since Lloyds Register in those days only carries names of vessels classed with Lloyds, a complete list can be made only by consulting files of maritime periodicals that listed launchings as they occurred, or in annual summaries.

For the benefit of those who have not yet solved the order in which the shipyards are arranged, we have started with the North East Coast of England and gone clockwise around England and Scotland, then shifting to Ireland.

Shipbuilding in 1888 showed only a slight improvement over 1887. The largest hulls were LIVERPOOL, 3400 tons; and HOLKAR, 3073. SCOTTISH LOCHS was the biggest full-rigger, 2640 tons; PALLAS, 1457 tons, was the largest bark. TACORA, a four-masted fore-and-aft schooner (later made into a barkentine) was an innovation.

ANDREW WELCH and FOOHNG SUEY were ordered by American owners and registered in Hawaii. The former took a cargo of beans from San Francisco toward Sweden in 1916, was ordered to Kirkwall with a British prize crew aboard, and was blown over to the German coast and captured. She was sold as a prize to Sweden, then became a Norwegian motorship, and is still in service. FOOHNG SUEY, as GALENA, was torpedoed off Ushant on 25 June 1917.

BUCKINGHAM, as BERTHA, was seized at San Francisco in 1917 and hulked at Sydney, Australia, in 1924. LORD SHAFTESBURY, as GOLDEN GATE, was broken up at San Francisco in 1935.

PASS OF BALMAHA came under the American flag in 1914, owned by the Harby Shipping Co., New York. With cotton for Arkhangel, she was captured in 1916 just as was ANDREW WELCH. She became the commerce-raider SEEADLER under von Luckner and was lost on Mopelia, 2 August 1917.

MERCHANT MARINE NAVAL RESERVE BULLETIN

A monthly leaflet with the above title is published by the Navy Department Bureau of Naval Personnel "to inform inactive members of the Merchant Marine Reserve on matters of current interest." A feature of each issue is a thumbnail sketch of a vessel that has served both in the Navy and the American merchant marine.

Although the editor of the Bulletin is cloaked in Navy anonymity, we strongly suspect that Comdr.J.W.McElroy has a great deal to do with it. And although it is issued for the Naval Reserve, we believe that any citizen not behind in his income tax may get on the mailing list by applying through proper channels.

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IRISH PENNANTS

Q.- You list PROVINCE as a 4 mast ship. The PROVINCE I knew was a 4 mast barque.

B.A., Dutch Flat

COLONY, PROVINCE, ELLESMERE, and FALLS OF HALLADALE were four-masted barks.

E.H.L., Hampden, Conn.

A.- These were listed the way they came out of Lloyds. See the note near the bottom of Page 22. Thanks for setting us straight. Ed.-LOG CHIPS

Q.- You state CALBUCO was "nominally a bark." At Aden in 1944 she had a three-piece mizzen mast, and her mizzen yards were on deck. Her stern plates were old and weak, and could not stand the extra weight on that mast. G.M.S.T., Boston

A.- Glad to have this straightened out. She is called a "4-mast bark" in Lloyds for 1925, and a "3-mast schooner" in 1933. Ed.-LOG CHIPS

Q.- RHINE (p.9) arrived Boston 2 May 1920 from Calcutta 218 days via Durban. On fire 8 May. Oct.1923 sold for $975, becoming a barge in November.

G.M.S.T., Boston

RHINE was broken up at Camden (N. J.?) early in 1926. Her figurehead is on the estate of L.J.Brengle at Northeast Harbor, Maine. A.N., Belmont

A.- Thanks. Ed.-LOG CHIPS

ADDITION TO FOUR-MASTED SCHOONERS

To the list on Page 18 add the four-master SUSIE M.PLUMMER, KHPR, built at Thomaston in 1890, 920 tons. She went out to the West Coast, and was lost with all hands in December 1909.

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1888 (continued)	
WILLIE H. CHILD	626	KGCJ	Thomaston, Maine	Dunn & Elliot
GEO. A. McFADDEN	1070	KGCQ	Bath, Maine	William T. Donnell
HOWARD SMITH	728	KGCR	East Boston, Mass.	
			1889	
DOUGLAS DEARBORN	1024	KGDH	Bath, Maine	A. Sewall & Co.
TECUMSEH	1658	KGDM	Bath, Maine	
JACOB S. WINSLOW	910	KGHQ	Bath, Maine	
TALOFA	1188	KGJF	Bath, Maine	A. Sewall & Co.
CHARLES K. SCHULL	884	KGJM	Camden, N.J.	S.W.Tilton
JOHN PAULL	1508	KGJR	Bath, Maine	
MASSASOIT	1377	KGJW	Bath, Maine	
HENRY S. LITTLE	1096	KGLB	Bath, Maine	New England S.B.Co.
JOHN B. MANNING	1190	KGLF	Wilmington, Del	Jackson & Sharp Co.
LYDIA M. DEERING	1224	KGMQ	Bath, Maine	Gardiner G. Deering
MARJORY BROWN	1210	KGMS	Wilmington, Del.	
GEORGE M. GRANT	1254	KGND	West Haven, Conn.	Gesner & Marr
CORNELIUS HARGRAVES	1401	KGNF	Camden, Maine	H.M.BEAN
MABEL JORDAN	993	KGNV	Thomaston, Maine	Washburn Bros.
O. H. BROWN	1051	KGPF	Bath, Maine	Kelley & Spear
WILLIAM K. PARK	1252	KGPS	Camden, N.J.	
AUGUSTUS WELT	1221	KGPV	Waldoboro, Maine	Welt & Co.
J. R. TEEL	870	KGQC	Newburyport, Mass.	
MILLIE G. BOWNE	1680	KGQH	Camden, Maine	H.M. BEAN
ALICIA B. CROSBY	1113	KGQJ	Bath, Maine	E.S.Crosby
MARGUERITE	1553	KGQL	Bath, Maine	New England S.B.Co.
EDITH BERWIND	814	KGRL	Coopers Point, N.J.	
VAN LEAR BLACK	634	KGRN	Baltimore, Md.	J.S.Beacham & Bro.
CLARA A. DONNELL	1177	KGRP	Bath, Maine	William T. Donnell
JOHN S. AMES	963	KGRQ	Bath, Maine	
JOHN H. PLATT	1172	KGSW	Madison, Conn.	
JOB H. JACKSON JR.	1158	KGTB	Wilmington, Del.	
JAMES G. BEECHER	831	KGTD	New Haven, Conn.	
FLORENCE CREADICK	644	KGTJ	Milton, Del.	C.C.Davidson
			1890	
CLARENCE H. VENNER	934	KGTV	Newburyport, Mass.	
CHAS. L. DAVENPORT (rn ASBURY FOUNTAIN)	1032	KGVH	Thomaston, Maine	Washburn Bros.
JAMES JUDGE	680	KGVN	Wilmington, Del.	
WILLIAM JOHNSON	777	KGWB	Camden, Maine	H.M.BEAN
R. F. PETTIGREW	931	KGWQ	Bath, Maine	
CHARLES DAVENPORT	1297	KHCQ	Bath, Maine	Kelley & Spear
CHARLES A. CAMPBELL (rn MATOWAC)	1576	KHDG	Bath, Maine	B.W. & H.F.Morse
WILLIAM NEELEY	897	KHDP	New Haven, Conn.	
EDITH OLCOTT	1194	KHDQ	Bath, Maine	
PERCY BIRDSALL	1127	KHDS	Wilmington, Del.	Jackson, Sharp & Co.
JAMES W. FITCH	1120	KHDT	Waldoboro, Maine	
EDITH L. ALLEN	969	KHFG	Richmond, Maine	
NIMBUS	884	KHGF	Belfast, Maine	
WILLIAM C. TANNER	1033	KHGT	Bath, Maine	Gardiner G. Deering
MAJOR PICKANDS	984	KHJD	E.Deering, Maine	G. Russell

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1890 (continued)	
SENATOR SULLIVAN	724	KHJN	Boston, Massachusetts	
CHARLES M. PATTERSON	834	KHJP	Camden, N.J.	
MARIA O. TEEL	1125	KHJQ	Newburyport, Mass.	
ALICE HOLBROOK	722	KHJR	Camden, Maine	H.M. BEAN
GEORGE BAILEY	1245	KHLN	Bath, Maine	
ELVIRA J. FRENCH	950	KHLV	Boothbay, Maine	WM. ADAMS & SON
JOHN HOLLAND	1165	KHLW	Bath, Maine	
LYMAN N. LAW	1300	KHMQ	West Haven, Conn.	Gessner & Marr
ADDIE M. ANDERSON	934	KHPG	Bath, Maine	
D. H. RIVERS	1072	KHRJ	Thomaston, Maine	Dunn & Elliott
(rn Argentine INDOMABLE; 1921 RICAMERON of New York)				
GLENWOOD	1649	KHRL	Bath, Maine	
LENA F. DIXON	1030	KHRV	Rockland, Maine	(rn MONHEGAN)
GEORGE E. WALCOTT	1553	KHRW	Bath, Maine.	E.S.Crosby
YOUNG BROS.	897	KHSD	Belfast, Maine	
HORACE M. MACOMBER	1050	KHSF	Newburyport, Mass.	
MARJORIE	1460	KHSG	Camden, Maine	H.M. BEAN
HENRY J. SMITH	1108	KHSM	Thomaston, Maine	Washburn Bros.
SAMUEL W. TILTON	937	KHTN	Camden, N.J.	
EBENR. HAGGETT	841	KHVG	Damariscotta, Maine	
JOHN W. LINNELL	994	KHWB	Madison, Conn.	
			1891	
LAURA C. ANDERSON	960	KHWN	Bath, Maine	New England S.B.Co.
MARY ADELAIDE RANDALL	1166	KHWT	Bath, Maine	
ELEAZER W. CLARK	934	KJBC	Bath, Maine	
GEORGE P. DAVENPORT	1461	KJBG	Bath, Maine	William T. Donnell
ROB ROY	785	KJBQ	Camden, N.J.	S.W.Tilton & Co.
STELLA B. KAPLAN	1078	KJCF	Bath, Maine	
THE JOSEPHINE	639	KJCP	Baltimore, Md.	J.S Deacham & Bro.
FANNY C. BOWEN	1007	KJFM	Bath, Maine	Kelley, Spear & Co
WESLEY M. OLER	1061	KJFV	Bath, Maine	
KATHERINE D. PERRY	1125	KJHQ	Camden, Maine	H.M. BEAN
SAGAMORE	1415	KJLM	Kennebunk, Maine	
CARRIE A. COOKSON	963	KJLP	Rockland, Maine	
JOHN F. RANDALL	1643	KJMG	Barh, Maine	
EAGLE WING	1232	KJMP	Kennebunkport, Maine.	D. Clark
BAYARD BARNES	1005	KJND	New London, Conn.	McDonald & Anderson
DANIEL B. FEARING	1240	KJNQ	Belfast, Maine	
JOHN TWOHY	1019	KJNR	Newburyport, Mass.	G.E.Currier
INDEPENDENT	1157	KJPH	Bath, Maine	William T. Donnell
BENJAMIN A. VAN BRUNT	1191	KJQR	Bath, Maine	Kelley, Spear & Co.
ABEL E. BABCOCK	812	KJQT	Camden, N.J.	
FLORENCE C. MEGEE	1030	KJQV	Wilmington, Del.	
LUCINDA SUTTON	1486	KJRG	West Haven, Conn.	Gessner & Marr
ELLA M. WILLEY	841	KJRL	Thomaston, Maine	Lunn & Elliot
HENRY L. PECKHAM	712	KJRN	East Boston, Mass.	(rn, PRISCILLA L. RAY)
HATTIE P. SIMPSON	1295	KJSF	Waldoboro, Maine	
ESTELLE PHINNEY	922	KJSM	New London, Conn.	
THOMAS A. WARD	805	KJSW	Camden, N.J.	
JENNIE S. BUTLER	943	KJTB	Bath, Maine	
MATILDA B. BORDA	827	KJTC	Camden, N.J	
FANNY ARTHUR	614	KJTH	Camden, Maine	H.M. BEAN

Name	Tons Gross	Signal Letters	Year Place built	Builders
			1891 (continued)	
MEROM	925	KJTP	Phippsburg, Maine	
ARTHUR McARDLE	894	KJVC	Camden, N.J.	
SARAH C. ROPES	1135	KJVT	Bath, Maine	
THREE MARYS	1151	KJWB	Bath, Maine	W. Rogers
LIZZIE H. BRAYTON	1126	KJWP	Bath, Maine	
CHAUNCEY E. BURK	916	KJWT	Camden, N.J.	
R. AND T. HARGRAVES	783	KLCS	Camden, Maine	H.M. BEAN
			1892	
LOUISE H. RANDALL	1502	KLFP	Boston, Mass.	
MARY E. H. G. DOW	1198	KLHF	Bath, Maine	William T. Donnell
GEORGE TAULANE	988	KLHR	Coopers Point, N.J.	(rn AGNES MANNING, 1893)
EDWIN R. HUNT	1132	KLMG	Bath, Maine	Gardiner G. Deering
			1893	
DAVID P. DAVIS	1231	KLSV	Bath, Maine	Gardiner G. Deering
WILLIAM J. LIPSETT	1026	KLTH	Camden, N.J.	
			1894	
EDWARD J. BERWIND	1141	KLTS	Camden, N.J.	
MARY E. H. G. DOW	1264	KLWH	Bath, Maine	William T. Donnell
EDNA M. CHAMPION	899	KLWM	Millbridge, Maine	
GENL. E. S. GREELEY	1306	KLWP	West Haven, Conn.	J.E.Marr
J. HOLMES BIRDSALL	1520	KMBP	Camden, Maine	H.M.Bean
CHARLES P. NOTMAN	1518	KMCB	Bath, Maine	Percy & Small
AUGUSTUS PALMER	1287	KMCF	Bath, Maine	N.T.Palmer
CLARA E. RANDALL	950	KMCR	Bath, Maine	W.Rogers
MARY MANNING	1233	KMCS	Camden, Maine	H.M. BEAN
C. S. GLIDDEN	1057	KMDC	Thomaston, Maine	Dunn & Elliot
			1895	
MARY E. PALMER	1526	KMFH	Bath, Maine	N.T.Palmer
WILLIAM H. CLIFFORD	1593	KMJH	Bath, Maine	Percy & Small
LEWIS H. GOWARD	1191	KMJN	Bath, Maine	G.G.Deering
HENRY LIPPITT	895	KMJQ	Thomaston, Maine	Washburn Bros.
HARRY A. BERWIND	996	KMLG	Millbridge, Maine	
			1896	
R. W. HOPKINS	935	KMNS	Thomaston, Maine	Washburn Bros.
FRANCES M.	1228	KMNW	Phippsburg, Maine	C.V.Minott
ALICE M. COLBURN	1603	KMPL	Bath, Maine	William T. Donnell
WILLIAM B. PALMER	1805	KMPN	Bath, Maine	N.T.Palmer
HENRY W. CRAMP	1629	KMRQ	Camden, Maine	H.M. BEAN
S. P. BLACKBURN	1756	KMSN	Bath, Maine	Percy & Small
GOODWIN STODDARD (rn DOROTHY)	887	KMTF	Bath, Maine	New England S.B.Co.
ALMA E. A. HOLMES	1208	KMTR	Camden, Maine	H.M. BEAN
EDWARD E. BRIRY	1613	KMVB	Bath, Maine	G.G.Deering
			1897	
FRANK A. PALMER	2014	KMWQ	Bath, Maine	N.T.Palmer
CHARLES G. ENDICOTT	856	KNDJ	Bath, Maine	Kelley, Spear & Co.
			1898	
ALICE E. CLARK	1621	KNCJ	Bath, Maine	Percy & Small
RACHEL W. STEVENS	1211	KNQP	Bath, Maine	New England S.B.Co.
C. S. GLIDDEN	1245	KNSG	Thomaston, Maine	Dunn & Elliott
MASSACHUSETTS	501	KNSH	Bath, Maine	

Name	Gross Tons	Signal Letters	Year Place built	Builder
			1899	
ANNA MURRAY	1534	KPHD	Camden, Maine	H.M. BEAN
MARY T. QUINBY (rn ESTELLE KRIEGER)	1172	KPJG	Thomaston, Maine	Washburn Bros.
PENDLETON BROTHERS	858	KPLC	Belfast, Maine	
LIZZIE J. PARKER	1399	KPLM	Thomaston, Maine	Dunn & Elliott
IONA TUNNELL	1315	KPMB	Millbridge, Maine	Sawyer Bros.
			1900	
MARIE PALMER	1904	KPNL	Bath, Maine	William Rogers
JOHN F. DEVLIN	1107	KPRN	Thomaston, Maine	Washburn Bros.
MALCOLM BAXTER JR.	1732	KPSD	Camden, Maine	H.M.Bean
CALUMET	1241	KPTB	Bath, Maine	Kelley, Spear & Co.
MAUDE PALMER	1745	KQGM	Bath, Maine	William Rogers
THALLIUM	729	KQGN	Verona, Maine	McKay & Dix
GENEVA	874	KQGV	Rockland, Maine	
THOMAS S. DENNISON	1491	KQGW	Thomaston, Maine	Dunn & Elliot
J. EDWARD DRAKE	910	KQHM	Bath, Maine	New England S.B.Co.
MEDFORD	1351	KQHR	Bath, Maine	Kelley, Spear & Co.
EDWARD T. STOTESBURY (rn BLANCHE C. PENDLETON)	1446	KQJL	Verona, Maine	McKay & Dix
EDITH H. SYMINGTON	962	KQJT	Newburyport, Mass.	W.S.Currier & Co.
GEORGE MAY	654	KQJV	Milford, Delaware	Abbott Shipyard
CLIFFORD N. CARVER	1101	KQMB	Bath, Maine	New England S.B.Co.
JOSEPH B. THOMAS	1564	KQMN	Thomaston, Maine	Washburn Bros.
GEORGE C. THOMAS	1447	KQMS	Verona, Maine	McKay & Dix
			1901	
MAY V. NEVILLE (rn FRED W. THURLOW)	1191	KQNG	Bath, Maine	J.W.Hawley
EDITH G. FOLWELL (rn EDITH)	1263	KQNS	Bath, Maine	New England S.B.Co.
CHARLES S. HIRSCH	620	KQPH	Bath, Maine	Kelley, Spear & Co.
MALCOLM B. SEAVEY	1247	KQPR	Bath, Maine	G.G.Deering
J. C. STRAWBRIDGE	861	KQSL	Camden, Maine	H.M.Bean
SPRINGFIELD	633	KQTP	Bath, Maine	New England S.B.Co.
ADA F. BROWN	1456	KQVG	Phippsburg, Maine	C.V.Minott
INEZ N. CARVER (rn GOLDFIELD)	730	KQWD	Bath, Maine	New England S.B.Co.
FREDERICK W. DAY	613	KRBW	Bath, Maine	Kelley, Spear & Co
SALLIE C. MARVIL	568	KRCF	Sharptown, Md.	Sharptown Marine Ry.
JOSEPH G. RAY	1253	KRCG	Thomaston, Maine	Washburn Bros.
JACOB M. HASKELL	1778	KRCL	Rockland, Maine	Cobb, Butler & Co.
CORDELIA E. HAYS	1281	KRCS	Bath, Maine	
WILLIAM H. YERKES	1498	KRDH	Thomaston, Maine	Dunn & Elliot
ORLANDO V. WOOTTEN	677	KRFP	Bath, Maine	New England S.B.Co.
HENRY B. FISKE	847	KRGD	Belfast, Maine	
SAVANNAH	584	KRGS	Kennebunkport, Maine	
FRANCES C. TUNNELL	1476	KRHC	Millbridge, Maine	W.Sawyer (or Leverett Strout)
ANNIE (rn ROSE E. MURPHY)	613	KRHD	Rockport, Maine	Carleton, Norwood & Co.
MILES M. MERRY	1589	KRHF	Bath, Maine	Percy & Small
ADELAIDE BARBOUR	1336	KRJP	Newburyport, Mass.	W.S.Currier

(To be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1887
(arranged by builders)

Name	Matl.	Rig	Gross	First owners
Later names	Year	Later owners		
W. Pickersgill & Sons, Southwick, Sunderland				
ARETE	Iron	Bark	1335	Thomas Beynon & Co., Newport
LUHE				
VERDI				
BRASILAIRA		Brazil		
MARY ROBERTS	Iron	Bark	1399	R.H.Roberts, Liverpool
Oswald Mordaunt & Co., Southampton / Liverpool				
TOXTETH	Iron	Ship	2595	Sail.Shp.Tox.Co.Lim.(R.W.Leyland & Co.),
JUBILEE	Iron	Ship	2293	T.R.Oswald, Liverpool
ROBY				R.W.Leyland, Liverpool
R.& J.Evans, Brunswick Dock, Liverpool				
METROPOLIS	Iron	4m.Shp	1811	Metr.Ship.Co.Lim.(W.Thomas & Co.), L'pool.
Thomas Royden & Sons, Baffin Street, Liverpool				
BALMORAL	Iron	Ship	2093	Iron Sail.Shp.Bal.Co.Lim.(Macvicar, Marshall & Co.), London
Barrow Shipbuilding Co., Barrow-in-Furness				
HAINAUT	Steel		1760	F.Speth & Co., Antwerp (tanker; not in Lloyd's)
R. Williamson & Son, Workington				
SILVERDALE	Iron	Ship	1920	Builders
CRICCIETH CASTLE				R.Thomas & Co., Liverpool
BOADICEA Iron frame & beams, steel plating		Ship	1938	Boa.Ship.Co.Lim.(Brown, Jenkinson & Co.), London
Russell & Co., Greenock				
DRUMCLIFF	Iron	4m.Shp	2525	Gillison & Chadwick, Liverpool
OMEGA				Rhederi A/G von 1896, Hamburg
Russell & Co., Kingston and East End, Port Glasgow				
SOKOTO	Iron	4m.Bk	2262	Shp.Sok.Co.Lim.(G.M.Steeves), Liverpool
CLAN BUCHANAN	Iron	4m.Shp	2140	Thomas Dunlop & Sons, Glasgow
VALERIE	1907			Skibs A/S Valerie (Thomas Berg), Stavanger, Norway
LOUDON HILL	Iron	4m.Bk	2139	J.R.Dickson & Co., Glasgow
EBRIN				
GULLMARN				
RENEE RICKMERS	Iron	4m.Bk	2135	R.C.Rickmers, Bremerhaven
ALAND	1914			Gustaf Erikson, Mariehamn
AYRSHIRE	Iron	Ship	1838	T. Law, Glasgow
ELBE	Iron	Ship	1693	James Nourse, London
VOLGA	Iron	Ship	1698	James Nourse, London
QUEEN MAB	Iron	Bark	1027	Captain J. Fairlie, Glasgow
Robert Duncan & Co., Port Glasgow				
ALTMORE	Steel	4m.Shp	1772	Thom & Cameron, Glasgow
OCEANA	Steel	4m.Bk	1916	R.R.Paterson, Greenock
Reid & Co., Port Glasgow				
KENILWORTH	Steel	4m.Bk	2308	Williamson, Milligan & Co., Liverpool
STAR OF SCOTLAND				Alaska Packers Association, San Francisco
REX (barge)				A.C.Strella, Los Angeles
STAR OF SCOTLAND (6m.Sch)				Frank A. Hellenthal, Los Angeles

Birrell, Stenhouse & Co., Dumbarton

BENLARIG	Iron	Ship	1734	Watson Brothers, Glasgow

Barclay Curle & Co.Lim., Whiteinch, Glasgow

COUNTY OF LINLITHGOW	Iron	4m.Shp	2207	R.& J. Craig, Glasgow
KATHERINE			1916	Pacific Freighters, San Francisco
KATRINA (aux.5m.sch)				Greek
DUCHALBURN	Iron	4m.Shp	2058	Robert Shankland & Co., Greenock

Charles Connell & Co., Whiteinch, Glasgow

QUEEN VICTORIA	Steel	Ship	1685	J.Black & Co., Glasgow
HELICON	Steel	Ship	1663	B.Wencke Sohne, Hamburg
VIUDA LLUSA				Llusa & Cia, Barcelona

Alexander Stephen & Sons, Linthouse, Glasgow

ARMADALE	Iron	4m.Bk	2015	J.& A.Roxburgh, Glasgow
AUDUN				Den Norske Amerika Line, Oslo, Norway
BRACADALE	Iron	4m.Bk	2015	J.& A.Roxburgh, Glasgow
SVOLDER				Norway

Alexander Stephen & Sons, Dundee

DORIS	Iron frame, steel plate.	Bark	1353	Builders

W.B.Thompson, Caledonian Shipyard, Dundee

KING ARTHUR	Iron	Ship	1647	J.A.Walker & Co., Glasgow

Charles J. Bigger, Foyle Shipyard, Londonderry

MAIDEN CITY	Steel	Bark	1242	Thomson, Dickie & Co., Londonderry

Harland & Wolff, Queen's Island, Belfast

SINDIA	Steel	4m.Bk	3067	T.& J.Brocklebank, Liverpool

Workman Clark & Co.Lim., Spencer Basin, Belfast

DERBY PARK	Steel	Bark	1333	P.Iredale & Son, Liverpool

Paul Rodgers, Carrickfergus

PATRICIAN	Steel	3m.Sch	190	Alderman P.Tiernan, J.P., Drogheda

UNITED KINGDOM LAUNCHINGS IN 1887

The year 1887 was one of depression as far as sailing vessel building was concerned, and iron was still ahead of steel as a building material.

The largest ship built during 1887 was the SINDIA, launched on 19 November and described at the time as the second largest sailing vessel afloat. Although her rig was listed in "Lloyd's Register" as "four-masted ship", the launching story definitely states she had three square-rigged masts and one schooner-rigged. Apparently not for several years yet were Lloyd's surveyors to be agreed on the nomenclature of the four-masted rigs, and the register descriptions cannot therefore be relied on to give rig designations in modern terminology.

Ships later owned in America include KENILWORTH, which was sunk by a German submarine in November 1942, and COUNTY OF LINLITHGOW, later KATHERINE. By coincidence, both of these became six-masted schooners. KATHERINE, which also had auxiliary engines, later had her rig shortened to five masts.

Among other noteworthy 1887 ships were HAINAUT, a bulk oil carrier, which could lift 2500 tons of oil in 10 tanks, and BENLARIG, which had lowers, topmasts, and topgallant masts all in one piece. This was the Jubilee year, and both BENLARIG and DUCHALBURN were rigged with double topgallants and no royals. Whether JUBILEE was so rigged we do not know, but at any rate this combination was later known as "Jubilee rig."

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1888
(arranged by builders)

Name	Matl.	Rig	Gross	First owners
Later names	Year	Later owners		
S.P.Austin & Son, Wear Dockyard, Sunderland				
PALLAS	Steel	Bark	1457	H.G.Ansinck, Hamburg, Germany
Richardson, Duck & Co., South Stockton-on-Tees				
AFGHANISTAN	Iron	4m.Bk	2286	British Eastern Shipp.Co.Lim., Liverpool
Oswald Mordaunt & Co., Southampton				
SCOTTISH LOCHS	Iron	Ship	2640	W.H.Ross & Co., Liverpool
VILLE DE DIEPPE (Tanker)	Steel		1279	MM Robbe Fils, Dieppe (not in Lloyd's)
C.Hill & Sons, Albion Dockyard, Bristol				
PHYLLIS	Iron	Bark	967	Builders
R. & J. Evans & Co., Brunswick Dock, Liverpool				
GLADOVA	Iron	Bark	1091	S.Wakeham & Son, Liverpool
W.H.Potter & Sons, Queen's Dock, Liverpool				
SEAFARER	Steel	4m.Bark	2211	Builders
SEEFAHRER				Red.A/G Brema (D.Cordes), Bremen
Royden & Sons, Queen's Dock, Liverpool				
BUCKINGHAM	Steel	4m.Bark	2668	Stl.Sail.Shp.B.Co.Lim.(Macvicar, Marshall
BERTHA				D.H.Wätjen & Co., Bremen & Co), L'pool
FLYING CLOUND	1917			United States Shipping Board, San Francisco
MUSCOOTA				United States Shipping Board, San Francisco
Whitehaven Shipbuilding Co., Whitehaven				
GALGATE	Steel	4m.Ship	2361	Galgate Ship Co.(J.Joyce), Liverpool
LORD SHAFTESBURY	Steel	4m.Ship	2341	Sail.Shp.L.S.Co.Lim.(J.Heron & Co),L'pl
GOLDEN GATE	1910			James Rolph, San Francisco
DUNBOYNE	Iron	Ship	1425	R. Martin & Co., Dublin
G.D.KENNEDY				
AF CHAPMAN	1923			Swedish Navy
R. Williamson & Son, Workington				
SILVERCRAG	Steel	Ship	1939	Builders (Steel with iron frames, beams,
ALDEBARAN	Steel	Ship	1943	Boyes & Ruyter, and keelsons) Bremen
Russell & Co., Greenock				
ROBERT RICKMERS	Steel	4m.Bark	2262	R.C.Rickmers, Bremerhaven
GLENALVON	Steel	Ship	2146	J.R.de Wolf, Liverpool
PITCAIRN ISLAND	Steel	Bark	1359	Stuart Brothers, Glasgow
PORT CARLISLE	Iron	Bark	1385	Crawford & Rowatt, Glasgow
AUSILIATRICE				P.Schiaffino, Genoa
STEFANO OBERTI				Z.& I.F.Oberti, Genoa
Russell & Co., Port Glasgow				
TINTO HILL	Iron	4m.Bark	2144	J.R.Dickson & Co., Glasgow
ALONSO				A/S Bas (N.T.Nilsen-Alonso), Sandefjord, Norway
VEIRLAND	1926			
MADAGASCAR	Steel	4m.Bark	2145	J.Boyd, Helensburgh, Glasgow
KATANGA		Russian		
CAP HORN	Steel	4m.Bark	2626	A.D.Bordes, Dunkirk
LIVERPOOL (completed 1889)		4m.Ship	3400	R.W.Leyland & Co., Liverpool
Iron; steel beams				

Russell & Co., Port Glasgow (continued)

NORFOLK ISLAND	Steel	Bark	1360	Stuart Brothers, Glasgow
ANDREW WELCH	Iron	Bark	885	C.Brewer & Co.Lim., Honolulu
SOPHUS MAGDELON	1916			Sweden
CANIS (motorship)				Norway
FIRTH OF CROMARTY	Steel	Ship	1528	J.Spencer & Co., Glasgow
SUTLEJ	Iron	Ship	1742	Foley, Aikman & Co., London

Robert Duncan & Co., Port Glasgow

HAROLD	Steel	Bark	1376	W.T.Stephens & Sons, London
PASS OF BALMAHA	Steel	Ship	1571	Gibson & Clark, Glasgow
SEEADLER (aux)	Imperial German Navy			

William Hamilton & Co., Port Glasgow

SEMANTHA	Steel	4m.Bark	2280	Shp.Semantha Co.Lim.(J.R.Haws & Co.),L'pool.

John Reid & Co., Port Glasgow

ADDERLEY	Steel	Bark	1239	C.W.Kellock & Co., Liverpool
BANKLANDS	Steel	Bark	1239	Bank Shipping Co.Lim., Liverpool
TACORA	Iron	4m.Sch.	911	Nicholson & McGill, Liverpool

Birrell, Stenhouse & Co., Dumbarton

BUTESHIRE	Steel	Ship	1906	Thomas Law, Glasgow

Charles Connell & Co., Whiteinch, Glasgow

OLYMP	Steel	Ship	1664	B. Wencke Söhne, Hamburg
MARION BALLANTYNE	1889			
KLIO	Steel	Ship	1664	B.Wencke Söhne, Hamburg
KALLIOPE	Steel	Ship	1665	B.Wencke Söhne, Hamburg

D.& W.Henderson & Co., Meadowside, Partick, Glasgow

MARION LIGHTBODY	Steel	4m.Ship	2176	Rogers & Co., Glasgow

Napier, Shanks & Bell, Yoker, Glasgow

FOOHNG SUEY	Steel	Bark	1036	C.Brewer & Co., Honolulu
GALENA	1916			Galena Signal Oil Co., New York

W. Kinloch, Kingston

MORAY CHIEF	Wood	Bktn	327	W.Kinloch, Banff

Alexander Stephen & Sons, Dundee

EUDORA	Steel	4m.Bark	1992	Builders

Charles J. Bigger, Londonderry

HORIZON	Iron	Bark	1078	Estier Freres, Marseilles
CUPICA	Steel	Bark	1210	W.H.Ross & Co., Liverpool
GRETCHEN HARTRODT				German
PAUL ISENBERG	Steel	Bark	1231	J.C.Pfluger & Co., Bremen
HATHOLMEN	1907			O.Lohne, Marstal, Denmark

Harland & Wolff, Lim., Queens Island, Belfast

HOLKAR	Steel	4m.Ship	3073	T.& J.Brocklebank, Liverpool
ADELAIDE	1901			D.H.Wätjen & Co., Bremen
ODESSA	1913			Rederi A/G von 1896, Hamburg
SOUVERAIN	1915			Andreas Melling Jr., Stavanger
HIPPALOS	1922			Emil Knudsen, Lillesand

Workman Clark & Co.Lim., Belfast

LORTON	Steel	Bark	1419	P.Iredale & Sons, Liverpool

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER THREE 25 NOVEMBER 1948

THE SHIPBUILDERS OF HUMBOLDT BAY (PART ONE)

One of the most nearly inaccessible points on the coast of California, and therefore one of the last to be settled by white men, Humboldt Bay nevertheless became one of the early centers of wooden shipbuilding on the West Coast. Until after World War I, its shipyards turned out a steady series of wooden craft that ranked with the finest built anywhere on the Pacific Coast.

As a principal gateway to the redwood country, the Bay attracted a thriving commerce; the ships that called there supported a marine repair industry which attracted shipwrights; and, having an abundant local supply of Douglas fir, the shipyards soon began to undertake new construction as well as repair work. Many master builders, after a stay in Eureka, moved to other ports along the coast. This was particularly true when the Olympic Peninsula of Washington was opened to lumbering in the late nineties, and several Humboldt Bay shipbuilders transferred operations to Grays Harbor at that time.

The shipbuilding history of Humboldt Bay is therefore inextricably linked with the history of wooden shipbuilding on the Pacific Coast in general. We have been fortunate in obtaining accounts of several builders from their close kin, and in this and succeeding issues of LOG CHIPS we shall tell the history of shipbuilding in Humboldt County from the biographical point of view.

EUPHRONIUS COUSINS

One of the earliest Humboldt Bay shipbuilders was Euphronius Cousins, who was born in Hancock County, Maine, about 1835. As a young man he operated a shipyard at Ellsworth, Maine, and in 1865 came to Eureka. In partnership with his younger brother Heman Dickerson Cousins, he established a shipyard on land belonging to William Carson. The vessels built by E. & H. Cousins at Eureka are listed in the next column.

Cousins was also interested in lumbering; in partnership with Joseph Russ he built Cousins' Mill on Gunthers Island, and in 1883 sold out to David Evans, who formed the Excelsior Redwood Co. Together with E.J.Dodge and C.H.Heney, Cousins next established the Eel River Valley Lumber Company. During this period he also served as the Eureka agent for Bureau Veritas.

After 10 years at Eel River, Cousins tried his hand at mining in Arizona; but in 1896 he returned to Eureka, and in 1900 he established a shipyard at Aberdeen, on Grays Harbor, in parthership with W.H. Mc

Name	Rig	Tons	Owner
	1855		
OCEAN EXPRESS	Sch	---	-----
HESPERIAN	Brig	241	Dolbeer & Carson
	1867		
MAY QUEEN	Sch	123	-----
DASHING WAVE	Sch	148	-----
WESTERN BELLE	Bktn	275	-----
	1868		
LAURA MAY	Sch	127	H.Winkelman*
NAUTILUS	Brig	173	Matthew Turner
	1875		
MARY E.RUSS	2mSch	235	-----
HUMBOLDT	Stmr	388	W.J.Sweasey*
	1881		
MAGGIE C.RUSS	3mSch	196	-----
JOSEPH RUSS	3mSch	247	-----
	1882		
RUBY A.COUSINS	2mSch	197	E.J.Dodge*
	1883		
LILLEBONNE	3mSch	218	Melanie Cousins*

(* part owner)

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Whinney, and he died there on 9 June 1901.

Cousins was married in Maine to Sophia Blaisdell, and they had 5 children. In 1880, after her death, he was married in San Francisco to Melanie Lalouette of Lillebonne, France.

Of Cousins' ships, DASHING WAVE was wrecked in the Bering Sea while on a cod-fishing voyage, and WESTERN BELLE was lost with all hands on her maiden voyage. LAURA MAY went ashore in fog near Coos Bay in 1874 and became a total loss. The brig NAUTILUS was built for Captain Turner for his trade with Tahiti. Turner designed the brig himself in accordance with John W. Griffiths' theories of naval architecture, and she proved so successful that he went into shipbuilding on his own account at San Francisco.

The steamer HUMBOLDT, a regular trader to San Francisco, was lost on Point Gorda in September 1895. MAGGIE C. RUSS was wrecked at San Blas, Mexico, in June 1903; while JOSEPH RUSS, which cost $22,000, was lost on Chirikof Island, Alaska, in May 1912 while fishing cod. RUBY A.COUSINS was lost on Kodiak Island in March 1917 as the HAROLD BLEKUM, and LILLEBONNE capsized in August 1912 while serving as a garbage barge for the city of Oakland, California.

WILLIAM H.McWHINNEY

William Herbert McWhinney was born 11 July 1853 at St. Andrews, New Brunswick. At the age of 4 he moved with his parents, Mr. and Mrs. John McWhinney, to Warwig, N. B., and on 2 April 1874 he came to Eureka. He stayed there only a year before moving on to Washington Territory, where he worked for a time for a man named Jameson, logging at various places; and in 1876 he went to Vancouver, B.C., where he remained until 1880.

Then he returned to Eureka, where he engaged in contracting and ship repairing and operated a marine railway. He became an American citizen in 1882. In March 1899 he moved to Grays Harbor with George Hitchings and worked for a year in Hitchings' new yard there.

In 1900 the shipbuilding firm of McWhinney & Cousins was formed, to establish a yard at a site in East Aberdeen between the West & Slade mill and the Wilson Bros. mill. Their first contract was with Pollard & Dodge of San Francisco for a steam schooner. Vessels built by McWhinney & Cousins and later by W.H.McWhinney were:

1900

CORONADO	StSch 578	Pollard & Dodge
F.M.SLADE	4mSch 737	West & Slade

1901

ELDORADO	4mSch 881	Sanders & Kirchmann
WATSON A.WEST	4mSch 818	West & Slade

1902

EDWARD R.WEST	4mSch 835	West & Slade

CORONADO, launched in September 1900, was lost in April 1917. She had caught fire off Eureka, and was taken in tow by the steam schooner HOQUIAM, but foundered off Point Arena. F.M.SLADE got ashore on the Peruvian coast in 1914 on a voyage from Grays Harbor to Supe, Peru; and was floated badly damaged, sold to owners in Callao, and renamed HELVETIA.

ELDORADO was abandoned in June 1913 in 31°S, bound from Astoria to Antofogasta; while WATSON A.WEST was wrecked on San Miguel Island, off California, in February 1923.

EDWARD R.WEST, a sister to ELDORADO, was launched in July 1902. A few days later, on July 26th, the shipyard, which included a large shed under which the vessels were built, was burned to the ground, along with an adjacent block of buildings. The schooner had a narrow escape, and her spars, which were still being worked on ashore, were burned. The WEST had another escape from fire at Sydney, Australia, in December 1918, when much of a copra cargo she was loading was burned; she was finally lost on Fakarava Island in the Tuamotos in May 1922.

In 1904 McWhinney built the stern wheel towboat SKOOKUM, 302 tons, for Burrows & Stockwell. This vessel was later owned on the Columbia River, where she was rebuilt in 1930, and scrapped in 1945.

From 1905 to 1907 he was Sheriff of Chehalis (now Grays Harbor) County. Following this term he retired from public life to attend his own property interests.

In 1908 he built a marine railway for repairing boats and scows in South Aberdeen. His last new construction was:

1910

HARBOR QUEEN	StrnWhl 126	James Wilson

1912

PETREL	Stm Tug 50	Paulson Lumb.Co.

McWhinney later sold the ways to Chris Endersen of Hoquiam (another former Humboldt Bay shipwright). He died 9 March 1939. His son, Captain Earl McWhinney, a towboat master of Seattle, has furnished much of the information in this account.

BOOK REVIEWS

SOME RECENT FOREIGN BOOKS

In contrast to the state of affairs that has prevailed in this country for several years, where, except for Kerchove's "International Maritime Dictionary", no significant works in the field of maritime literature have been published, there has recently been published in foreign countries a wide variety of interesting books on many aspects of the sea and ships.

Readers should not be discouraged by the fact that some of these are in foreign languages. With the aid of a pocket dictionary and a little patience, one can readily acquire sufficient competence in any of the Romance or Nordic languages to read works that deal with a familiar branch of technology. It is much easier to read matter of this nature than novels or the kind of "literature" generally used in academic instruction.

HARDY, A.C., "Sea Food Ships"; with drawings by Lawrence Dunn; 246 pp; index; London; Crosby, Lockwood & Son, 1947; price 12/6 ($2.50).

By a well-known English writer on shipping topics, this book sometimes gives the impression more of having been compiled from technical journals than of being written from actual observation and experience. None the less, it is a well-written and illustrated account of all types of vessel currently used in sea fishing in civilized lands.

HUGHES, Henry, "Immortal Sails; a Story of a Welsh Port and Some of its Ships"; 240 pp; 32 plates; London; Robert Ross & Co., 1946; price 15s ($3)

Portmadoc was founded in 1824 by William A.Maddock, and as a shipping point for locally quarried slate soon became a shipbuilding center. The building of wooden craft ceased in 1878, as it did elsewhere in the British Isles about that time; but it was revived in Portmadoc in 1889 with the development of a characteristic type of three-masted topsail schooner for the Newfoundland trade.

Although "Immortal Sails" leaves a little to be desired in the way of more information on the building and operating of the vessels, it is full of fascinating detail on the order of Runciman's "Collier Brigs". Col.Hughes has also written "Through Mighty Seas", a voyage narrative.

WORCESTER, G.R.G., "Junks and Sampans of the Upper Yangtze", 97 pp, 40 plates; Shanghai; Chinese Maritime Customs, 1940.

"Notes on the Crooked-bow and Crooked-stern Junks of Szechwan", 82 pp, 21 plates, same publishers, 1941.

"The Junks and Sampans of the Yangtze", Vol.I, 28 & 245 pp, 83 plates, 1947.

These three publications of the Chinese Maritime Customs give for the first time in English a comprehensive description of the design, construction, and operation of the many different types commonly lumped together under the single heading "junk". And yet, although many variations are discussed and illustrated, we are given to understand that more volumes are to come, and the surface has only been scratched!

The Chinese inflation has made it possible to obtain these volumes in this country at fairly reasonable figures; and although our copy of one was marked at $300,000, it cost us less than $5 US.

LECLERCQ, W.L., "Wind in de Zeilen; het Verhaal van een Reis per Zeilschip van Australië om Kap Hoorn Naar Engeland, in het Jaar 1932"; 333 pp; illustrated; Amsterdam; van Kampen (1948).

First published in 1933, this is an account of a voyage in the Finnish four-masted bark HERZOGIN CECILIE, by a Hollander well known as a nautical historian. The book is well illustrated from photos, and also has deck-, sail-, and rigging-plans and a route chart. An appendix gives a list of Erikson's ships, passages in the Australian grain trade 1921-1932, and an epitome of CECILIE's voyages.

KLEM, Knud "De Danskes Vej; Rids af Dansk Søhistorie"; 248 pp, 168 figs; A.F.Høst, København, 1941.

"The Danes' Way" was produced under German occupation; perhaps because of it. It is a handsomely produced, beautifully illustrated, detailed account of the development of Danish ship types from the Viking longships to contemporary warships and merchant vessels. The author is director of the Kronborg Maritime Museum, and is thoroughly familiar with his field.

Of special interest to LOG CHIP's readers should be the chapter on 19th and 20th Century sailing vessels, which takes up such types as the galiot, galeas, jagt,

THE TONNAGE OF THE GREAT REPUBLIC

In working on the topic of the largest wooden ships ever built, one encounters two problems in connection with the dimensions and tonnage of GREAT REPUBLIC, built by Donald McKay at East Boston in 1853.

As pointed out by R.C.Anderson in "Mariner's Mirror", 1943, p.182, there is a discrepancy in the tonnage and registered dimensions of this vessel as first built, and as rebuilt after her fire. "Old measurement" at that time considered only beam and length in establishing tonnage; and since in rebuilding she was only cut down a deck, her maximum beam was unaltered (because of her tumble-home), and her length was diminished only by the amount of the rake of stem and stern in the height of the former spar deck. Her tonnage therefore should only have decreased slightly.

However, the pre-fire register gives her 335 x 53 x 38 ft, 4555 tons, and the rebuilt register 302 x 48-4 x 29-2 ft, 3356 tons.

The pamphlet "Description of the... GREAT REPUBLIC...by a sailor"(24 pp, Boston, 1853) actually written by Duncan McLean has a good set of profile and deck plans of the ship, which appear to have been fairly accurately engraved at the scale of 1/96. If this indeed is the case, her maximum beam was about 49'6", and length about 310', and the recorded register dimensions lend themselves to the suspicion that there was some fudging to increase her apparent tonnage, for reasons that can only be guessed at today.

Another thorny problem concerns the "new measurement" tonnage of GREAT REPUBLIC as first built. Her gross tonnage as rebuilt was 2821 new measurement; and thanks to the staff of the National Archives, who looked up her last document the other day, we can break it down as follows:

Under tonnage deck.....	1773.40
Between decks.....	830.60
Enclosures above deck.....	217.06

Thus her underdeck tonnage was 2604.

According to the McLean pamphlet, GREAT REPUBLIC originally had four deckhouses, one 23 x 16, one 25 x 16 x 6½ high, one 40 x 12, and one 17 x 11½ "of the same height as the others". The sum of the internal volume of these four houses is about 90 tons.

This leaves only the volume of the space under the spar deck to be determined. McLean's Plate 4 is a plan of the deck under the spar deck, which scales 10,230 square feet in area. With a length of 294 ft on this deck and a beam of 42.4 ft (inside), we get the quite reasonable value of 0.82 for the coefficient of area.

With the tumble-home, the maximum width of the spar deck was less; but the length was greater, and also the outline of the spar deck would be somewhat fuller. The product of length 310 ft, beam 40 ft, and area coefficient 0.85 gives 10,540 as the area of the spar deck. The mean of these two areas times the mean height between decks (7 ft) divided by 100 cubic feet per ton gives 727 as the tonnage under the spar deck.

A good check on this last figure can be had by comparing the tonnage under the third deck, already given as 830. Assuming tumblehome in the midsection to balance flare at the ends, the two volumes would be proportional to the respective tween-deck heights. The height bewteen the second and third decks was 8 ft. Seven-eighths of 830.6 is 727.

The "new measurement" tonnage of the original GREAT REPUBLIC can thus be computed as follows:

Tonnage under third deck.....	2604
Between third and spar decks.	727
Deckhouses.....	90
Total gross tonnage.....	3421

The last figure is probably accurate to plus or minus 15 tons, and can be compared with ROANOKE's 3539 and WYOMING's 3730.

THE LARGEST TWO-MASTED SCHOONER

As a follow-up on our notes on large sloops, we have some material on the largest two-masted schooners. KATE WENTWORTH, 300 tons new measurement, 282 old, built at Castine, 1864, was the largest built on the Penobscot. OLIVER AMES, 456 tons new measurement, built at Berkeley, Massachusetts, in 1866, is generally credited with being the largest two-master on the East Coast. However, these three have been overlooked:

ROBERT CALDWELL	446 old 466 new
WALTER RALEIGH	487 "
LANGDON GILMORE	497 "

All three were built in 1856 by C.C. Jerolomon at Belleville, New Jersey, for D.C.Murray of New York and other owners.

SAILING SHIP NEWS

ALBATROSS, Swed.aux.4m.sch. 23 Sept.arr London on last leg of Pettersson round-the-world oceanographic expedition.

ALBERT LEO SCHLAGATER, Ger.aux.bark. Was allocated as reparations to U.S.Navy, but was transferred to Brazil, renamed GUANABARA, and towed down by a Dutch tug.

AMERIGO VESPUCCI, Ital.aux.ship. 29 Aug. arr Dublin from Fayal.

C.A.THAYER, 3m.sch. 27 Aug.arr off Cape Flattery, 11 d from Unimak Pass, with 210,000 cod; towed to Paulsbo by DOUGLAS of Puget Sound Tug & Barge Co.

CALI, m/s. Originally the barkentine HAWAII, built at Dumbarton, Scotland, in 1900 for Hind, Rolph & Co., San Francisco. More recently the Mexican motor schooner HIDALGO. 9 Jan.1948 left Guayaquil for Santiago, Cuba. 27 Jan.beached at Grand Cayman and abandoned.

CHRISTIAN RADICH, Nor.tr.ship. 9 August left New York for Narvik.

DAR POMORZA, Pol.tr.ship. 5 Aug.left Liverpool; arr Bergen 12th. 22 Aug.left Bergen; arr Gothenburg 26th. 28 Aug. left Gothenburg for Guynia.

DUQUESNE, Fr.ship. Built in 1901, this vessel is now lying as a hulk in the Basin d'Arcachon, having until recently stored coal for the trawlers of the Soc.des Chalutiers d'Arcachon.

EAGLE, USCG tr.bark. 8 June left New London; 20 June arr Pta del Gada, Azores; 23 June left; 29 June made Eddystone. 12 July left London; 21 July arr Santa Cruz, Canary Is; 24 July left; 13 Aug. arr New London. Cruising in New England waters in September.

EFFIE M.MORRISSEY, 2m.sch. 18 Aug left New Bedford for Cape Verde Is.

FREDERICK P.ELKIN, Br.3m.sch. 8 Aug.arr Barbados from Hampton Roads (36 d)

GASPAR, Port.aux.3m.sch., 309 tons, built Figueira da Foz 1918. 16 Sept.abandoned in hurricane 1100 miles off New York; crew rescued by USCGS BIBB and taken to Argentia.

GRACIE S., aux.2m.sch., built at San Francisco 1893 by Union Iron Works for a bar pilot boat. Lately owned by Sterling Hayden ("Sea Breezes" Apr.1948); now bought by Seattle owners to be rerigged with bowsprit and topmast for a training ship.

GUAYTECAS, Pan.bark. Left Durban 14 Oct. 1947; arr Rio de Janeiro 1 Jan.1948.

JEANNE D'ARC, Fr.ship built in 1901 as BEITEM. Now lying at Arcachon with DUQUESNE.

LAWHILL, Port.4m.bark. 31 Sept.left Durban; arr Lorenco Marques 23 Sept.

PAMIR, New Z.4m.bk. 18 Aug arr Auckland from Antwerp (108d)

ROSSINANTE, aux.3m.sch. Built in the USA as PRISCILLA ALDEN in 1918, she is listed in current Lloyds as a Soviet research vessel, out of Vladivostok.

THOMAS W.LAWSON, 7m.steel sch. Bowdoin B.Crowninshield, designer of this vessel and hundreds of other sailing ships, died at Marblehead on 12 August.

YXPILA, Finn.4m.sch. 11 Aug arr Helsinki from Hangö; 2 Sept towed into Farosund aleak, bound for Gdansk.

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BOOK REVIEWS (continued from p. 27)

and ever, as well as the more familiar ship, brig, schooner, and cutter. For steamship fans, there is a chapter on motorships and steamers, which commences with CALEDONIA, built at Port Glasgow in 1815 and brought to Denmark in 1819.

BUILDERS OF THE FOUR-MASTERS

Since publishing the first two installments of the list of four-masted schooners built on the East Coast, the third portion of which appears in this issue on page 31, we have had an opportunity to consult early issues of the Record of the American Bureau of Shipping and its predecessor, the American Shipmaster's Association.

The following builders' names can now be added to pages 6 and 17 to 20 of this volume of LOG CHIPS:

William Adams & Son built ELVIRA J. FRENCH, KHLV.

John Agnew & Co. built WILLIAM T. HART, KBMG.

H.M.Bean built KING PHILIP, KDMW; POCAHONTAS, KFBC; CORNELIUS HARGRAVES, KGNF; MILLIE G. BOWNE, KGQH; WILLIAM JOHNSON, KGWB; ALICE HOLBROOK, KHJR; MARJORIE, KHSG; KATHERINE D.PERRY, KJHQ; FANNY ARTHUR, KJTH; R.& T.HARGRAVES, KLCS; MARY MANNING, KMCS; HENRY W.CRAMP, KMRQ; ALMA E.A.HOLMES, KMTR; and ANNA MURRAY, KPFD.

John M.Brooks built HOWARD SMITH, KGCR; HENRY L.PECKHAM, KJRN; and LOUISE H. RANDALL, KLFP.

Brown & McDonald built NIMBUS, KHGF; YOUNG BROTHERS, KHSD; and DANIEL B. FEARING, KJNQ.

Carleton, Norwood & Co.built ROSE E. MURPHY, KRHD, ex-ANNIE.

David Clark built SAVANNAH, KRGS.

Cobb, Butler & Co. built GENEVA, KQGV

E.S.Crosby built FRANK T.STINSON, KFBD; and SARAH C,ROPES, KJVT.

W.C.Crossley built JOHN H.PLATT, KGSW

George E.Currier built J.R.TEEL, KGQC; CLARENCE H.VENNER, KGTV; and MARIA O.TEEL, KHJQ.

Gardiner G.Deering built JOHN S.AMES, KGRQ; and WESLEY M.OLER, KJFV

Dunn & Elliott built ELLA M.WILLEY, KJRL.

Gesner & Marr built W.WALLACE WARD, KFHS.

G.A.Gilchrist built LENA F.DIXON, KHRV; CARRIE A.COOKSON, KJLP; and HENRY B.FISKE, KRGD.

William F.Green & Son built SENATOR SULLIVAN, KHJN.

Eben Haggett built EBENR.HAGGETT, KHVG.

Howard H.Hanscom built NAPOLEON BOUGHTON, KGCF; JAMES G.BEECHER, KGTD; and WILLIAM NEELEY, KHDP.

J.Manchester Haynes built ANDREW ADAMS, KDQH.

Jackson & Sharp built FRANCIS C.YARNALL, JVSD; F.& T.LUPTON, KGBW; MARJORY BROWN, KGMS; JOB H.JACKSON, JR, KGTB; JAMES JUDGE, KGVN; and FLORENCE C.MEGEE, KJQV.

N.Porter Kean built HAROLDINE, KCMQ.

Kelley & Spear built MASSASOIT, KGJW; MASSACHUSETTS, KNSH; and GLENWOOD, KHRL.

McDonald & Andrews built ESTELLE PHINNEY, KJSM; and JOHN W.LINNELL, KHWB.

John L.Mills built ARTHUR McARDLE, KJVC; CHAUNCEY E.BURK, KJWT; and EDWARD J.BERWIND, KLTS.

Charles V.Minott built MEROM, KJTP.

Morris & Mathis built THOMAS A.WARD, KJSW.

B.W.& H.F.Morse built CHARLES E.BALCH, JWGH; AUGUSTUS HUNT, JWSC; C.B.CHURCH, KCSG; T.A.LAMBERT, KDQG; and JOHN F.RANDALL, KJMG.

The New England Shipbuilding Co.built AGNES MANNING, KDGS; SARAH W.LAWRENCE, KDLM; CASSIE F.BRONSON, KDLR; LUCY H. RUSSELL, KDVJ; VIKING, KFCM; GRACIE D. BUCHANAN, KFDM; CALVIN B.ORCUTT, KFDQ; TECUMSEH, KGDM; JOHN PAULL, KGJR; EDITH OLCOTT, KHDQ; GEORGE BAILEY, KHLN; JOHN HOLLAND, KHLW; MARY ADELAIDE RANDALL, KHWT; STELLA B.KAPLAN, KJCF; JENNIE S. BUTLER, KJTB; and LIZZIE H.BRAYTON, KJWP.

F.C.Pendleton built PENDLETON BROTHERS, KPLC.

Percy & Small built CORDELIA E.HAYS, KRCS; and MARGARET WARD, KRVF.

A.R.Reed & Co. built HATTIE P.SIMPSON, KJSF.

William Rogers built BENJAMIN F.POOLE, KDMG; JACOB S.WINSLOW, KGHQ; R.F.PETTIGREW, KGWQ; and ELEAZER W.CLARK, KJBC.

Sawyer Bros.built EDNA M.CHAMPION, KLWM; and HARRY A.BERWIND, KMLG.

T.J.Southard built EDITH L.ALLEN, KHFG.

Leavitt Storer built JAMES W.FITCH, KHDT.

Samuel W.Tilton built WILLIAM M.BIRD, KCTP; BERTIE & MAUD, KDWQ; WILLIAM K. PARK, KGPS; EDITH BERWIND, KGRL; CHARLES M.PATTERSON, KHJP; SAMUEL W.TILTON, KHTN; ABEL E.BABCOCK, KJQT; MATILDA D.BORDA, KJTC; GEORGE TAULANE, KLHR; and WILLIAM J.LIPSETT, KLTH.

N.E.Vinal built JOHN K.SOUTHER, KGBF.

Charles Ward built SAGAMORE, KJLM.

George L.Welt & Co.built ISIAH HART, KDNM.

SUSIE M.PLUMMER, KHPR (page 16), was built by J.A.& G.A.Creighton.

FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST (Part 3)

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1901 (continued)	
KENWOOD	929	KRJQ	Boston, Massachusetts	W.McKie
L. HERBERT TAFT	1492	KRJV	Thomaston, Maine	Dunn & Elliott
			1902	
LIZZIE M. PARSONS	655	KRLG	Bath, Maine	Kelley, Spear & Co.
PERRY SETZER	1392	KRTB	Bridgeport, Conn.	Green Bros.
MARGARET WARD	1074	KRVF	Bath, Maine	Percy & Small
MARTHA E. WALLACE	1108	KRVM	Port Jefferson, N.Y.	Mather & Wood
HARRY T. HAYWARD	1203	KRWL	Thomaston, Maine	Washburn Bros.
SAMUEL P. BOWERS	626	KRWM	Bath, Maine	Kelley, Spear & Co.
FRED A. DAVENPORT	746	KSBR	Bath, Maine	James W. Hawley
SAMUEL W. HATHAWAY	1038	KSCF	Brewer, Maine	E. & I.K.Stetson
EDGAR W. MURDOCK	1451	KSCG	Rockport, Maine	Carleton, Norwood & Co.
STANLEY H. MINOR	696	KSCJ	Newcastle, Maine	E. Haggett
(rn ALICE L. PENDLETON)				
BRINA P. PENDLETON	933	KSCN	Belfast, Maine	F.C.Pendleton
CITY OF GEORGETOWN	599	KSDG	Bath, Maine	William Rogers
ROBERT H. STEVENSON	1290	KSDP	Bath, Maine	New England S.B.Co.
			1903	
HOPE SHERWOOD	686	KSFQ	Bath, Maine	New England S.B.Co.
COHASSET	965	KSGP	Bath, Maine	Kelley, Spear & Co.
(rebuilt 1910 as ANNA R. HEIDRITTER)				
FLORENCE M. PENLEY	1154	KSHP	Bath, Maine	Percy & Small
FREDERIC A. DUGGAN	1137	KSLB	Bath, Maine	New England S.B.Co.
GEORGE W. TRUITT	690	KSMP	Bath, Maine	Kelley, Spear & Co.
(rn GEORGE W. ELZEY JR.)				
JOHN B. BIEMILLER	1077	KSMQ	Richmond, Maine	E.S.Crosby
FRANK BARNET	853	KSNW	Belfast, Maine	George A. Gilchrist
ELIZABETH T. DOYLE	781	KSQJ	Boston, Mass.	John M.Brooks
PENDLETON BROTHERS	970	KSQW	Belfast, Maine	F.C.Pendleton
ROBERT H. McCURDY	735	KSRG	Rockland, Maine	Cobb, Butler & Co.
ELEANOR F. BARTRAM	1114	KSRJ	East Boothbay, Maine	W.Irving Adams
HORACE A. STONE	1376	KSRW	Brewer, Maine	E. & I.K.Stetson
QUINNEBAUG	598	KSTF	Mystic, Conn.	M.B.McDonald
SALISBURY	597	KSTL	Bath, Maine	Kelley-Spear Co.
HENRY F. KREGER	1250	KSTV	Bath, Maine	E.S.Crosby
HELEN THOMAS	1470	KSTW	Thomaston, Maine	Washburn Bros.
			1904	
JAMES B. DRAKE	1153	KSVG	Bath, Maine	New England S.B.Co.
WINFIELD S. SHUSTER	1481	KSVN	Rockport, Maine	Carleton, Norwood & Co.
EDWARD H. COLE	1791	KSWB	Rockland, Maine	Cobb, Butler & Co.
FRONTENAC	1704	KSWD	Bath, Maine	Kelley-Spear Co.
ANTHONY D. NICHOLS	680	KSWJ	Bath, Maine	Kelley-Spear Co.
WILLIAM E. BOWEN JR.	656	KTCS	Bath, Maine	New England S.B.Co.
LOUIS BOSSERT	605	KTDL	Bath, Maine	Kelley-Spear Co.
HELEN E. TAFT	1197	KTFS	Thomaston, Maine	Dunn & Elliot Co.
WILLIAM J. QUILLIN	695	KTFW	Bath, Maine	New England S.B.Co.
DOROTHY BELLE	488	KTGV	Leesburg, N.J.	Russell & Compton
AUGUSTUS H. BABCOCK	1589	KTHV	Brewer, Maine	E. & I.K.Stetson
MARGARET THOMAS	1427	KTJG	Thomaston, Maine	Washburn Bros.
ELLEN LITTLE	999	KTJM	Rockland, Maine	Cobb, Butler & Co.
CATHERINE M. MONAHAN	896	KTLD	Mystic, Conn.	M.B.McDonald
MYRTLE TUNNELL	1498	KTLP	Millbridge, Maine	W. Sawyer
(rn FOREST CITY; rebuilt 1916 as CHARLES DUNLAP; later CHARLES E.DUNLAP)				
ADDISON E. BULLARD	1485	KTMB	Rockport, Maine	Carleton, Norwood & Co.

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1904 (continued)	
JUDGE BOYCE	698	KTMD	Bath, Maine	New England S.B.Co.
GEORGE W. TRUITT JR.	779	KTMF	Bath, Maine	Kelley-Spear Co.
CHARLES J. DUMAS	697	KTMG	Milford, Del.	W.C.Abbott
E. STARR JONES	916	KTMH	Thomaston, Maine	Dunn & Elliot Co.
JOHN BOSSERT	601	KTND	Bath, Maine	Kelley-Spear Co.
MARY L. NEWHALL	1310	KTNQ	Bath, Maine	Crosby Navigation Co.
GEORGE F. SCANNELL	590	KTPF	Mystic, Conn.	M.B.McDonald
			1905	
ALICE MAY DAVENPORT (rn GENERAL LEON JURADO)	1144	KTPC	Bath, Maine	New England S.B.Co.
EVELYN W. HINKLY	698	KTPJ	Bath, Maine	Percy & Small
ORLEANS	751	KTPN	Bath, Maine	Kelley-Spear Co
GOVERNOR POWERS	1962	KTQR	Rockland, Maine	Cobb, Butler & Co.
CAMILLA MAY PAGE	683	KTSV	Bath, Maine	James W. Hawley
AUGUSTA W. SNOW	830	KTSW	Brewer, Maine	E. & I.K.Stetson
CHARLES WHITTEMORE	693	KVBN	Mystic, Conn.	M.B.McDonald
FRANCES HYDE (st.aux)	739	KVBR	Bath, Maine	Kelley-Spear Co.
STILLMAN F. KELLEY	685	KVBQ	Thomaston, Maine	Washburn Bros.
THEOLINE (rn MONTE BIANCO)	981	KVCB	Belfast, Maine	G.A.Gilchrist
RUTH B. COBB	620	KVCG	Rockland, Maine	Cobb, Butler & Co
CLARA DAVIS	680	KVCH	Mystic, Conn.	W.J.Baker
TIFTON	594	KVCN	Mystic, Conn.	M.B.McDonald
HERBERT D. MAXWELL	772	KVCT	Bath, Maine	New England S.B.Co.
ROBERT P. MURPHY	697	KVDQ	Bath, Maine	Percy & Small
			1906	
HELEN B. CROSBY	1776	KVDT	Bath, Maine	E.S.Crosby
JUDGE PENNEWILL	439	KVFQ	Bethel, Del.	J.M.C.Moore
AUBURN	633	KVFR	Phippsburg, Maine	F.S.Bowker
JOHN D. COLWELL	1042	KVLC	Rockland, Maine	Cobb, Butler & Co.
ELISHA ATKINS (rn ANNA M. RECORD)	1259	KVNT	Bath, Maine	G.G.Deering Co.
PENDLETON SISTERS (rn ROSTELLAN)	999	KVQC	Belfast, Maine	Pendleton Bros.
NORTHLAND (naph.aux.)	2047	KVQT	Rockland, Maine	Cobb, Butler & Co.
JACKSONVILLE	620	KVTG	Jacksonville, Fla.	Southern S.B.Co.
			1907	
ALBERT W. ROBINSON	498	KWBQ	Sharptown, Md.	Sharptown Marine Ry.Co.
DEAN E. BROWN	719	KWJM	Rockland, Maine	Cobb, Butler & Co.
VICTORY (rn FLORENCE M. BELDING)	569	KWLC	Portland, Maine	William H. Reede (Casco SB Co.)
			1908	
BERTHA L. DOWNS (rn ATLAS)	716	KWMF	Bath, Maine	Edward W. Hyde
WILLIAM R. WILSON	1385	KWMH	Bath, Maine	G.G.Deering Co.
MARY MANSON GRUENER	715	KWPD	Bath, Maine	Edward W. Hyde
HORATIO G. FOSS	846	KWPN	Camden, N.J.	John L.Mills Const.Co.
JESSIE A. BISHOP	754	KWQN	Rockland, Maine	Cobb, Butler & Co.
LEWISTON	814	KWRH	Rockland, Maine	Cobb, Butler & Co.
STANLEY M. SEAMAN	1060	KWSV	Rockland, Maine	Cobb, Butler & Co.
			1909	
ESTHER ANN	753	LBCD	Bath, Maine	J.W.Hawley
FLORENCE HOWARD	863	LBGC	Stonington, Conn.	W.J.Baker

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1909 (continued)	
MELBOURN P. SMITH	650	LBCJ	Millbridge, Maine	Sawyer Bros.
MARY L. BAXTER (rn JOHN C. HILDEBRAND)	1036	LBGK	Bath, Maine	G.G.Deering Co.
BARBARA	838	LBGR	Chelsea, Mass.	Richard T. Green Co.
WILLIAM E. BURNHAM	772	LBHD	Rockland, Maine	Cobb, Butler & Co.
			1910	
ANNA R. HEIDRITTER (COHASSET KSGP rebuilt)	694	LBKG	Sharptown, Md.	Sharptown Marine Ry.Co.
			1911	
LYDIA McLELLAN BAXTER	1352	LBSF	Bath, Maine	G.G.Deering Co.
MONTROSE W. HOUCK	1104	LCDK	Bath, Maine	G.G.Deering Co.
			1912	
WILLIAM C. MAY	710	LCMJ	Bath, Maine	Kelley-Spear Co.
DUSTIN G. CRESSY	862	LCMH	Bath, Maine	Percy & Small, Inc.
			1915	
CARL F. CRESSY	898	LFCQ	Bath, Maine	Percy & Small, Inc.
GEORGE S. SMITH	577	LFNQ	Phippsburg, Maine	F.S.Bowker & Sons
			1916	
CHARLES D. LOVELAND (rn ESTHER MELBOURNE)	766	LFTR	Bath, Maine	Percy & Small, Inc.
C.C.MENGEL JR.	844	LGFR	Bath, Maine	Percy & Small, Inc.
PERCY R. PYNE 2D (semi-diesel auxiliary, later removed; rn CORNELIUS H. CALLAGHAN)	1337	LGPM	Camden, Maine	Robert L. Bean
			1917	
ALSACE (oil aux.)	1091	French	Beaumont, Texas	Howland & Nelson
CHARLOTTE A. MAXWELL	668	LGSM	Camden, Maine	Robert L. Bean
RASSAPEAGE	971	LHBP	Brunswick, Georgia	Brunswick Marine Const.Co.
NISSEQUOGUE (rn JEAN)	971	LHCK	Brunswick, Georgia	Brunswick Marine Const.Co.
NANCY HANKS	1162	LHFK	Thomaston, Maine	G.A.Gilchrist
MAUDE M. MOREY	1364	LHGF	Bath, Maine	G.G.Deering Co.
CHARLES M. STRUVEN	632	LHDM	Pocomoke City, Md.	F.James Tull
JULIA LOFT	886	LGTC	Noank, Conn.	Palmer Shipbuilding Co.
SAM C. MENGEL	915	LHBD	Bath, Maine	Percy & Small, Inc.
THEOLINE	594	LHRJ	Rockland, Maine	Cobb, Butler & Co.
MANUEL CARAGOL	880	LHRW	Noank, Conn.	Groton Iron Works
BLUE PETER	1234	LHSB	Camden, Maine	Robert L. Bean
ALBERT F. PAUL	735	LHWF	Milford, Del.	W.G.Abbott S.B.Co.
CHARLES H. MacDOWELL	1325	LJBN	Jacksonville, Fla.	G.S.Baxter & Co.
JESSIE G. NOYES	1376	LJBS	Thomaston, Maine	Atlantic Coast Co.
ANNIE C. ROSS	791	LJCG	Bath, Maine	Percy & Small, Inc.
PURNELL T. WHITE	751	LJCH	Sharptown, Md.	Alonzo R. Conley
CHASKA	1347	LJCT	Savannah, Georgia	Savannah Eng.& Const.Co.
CITY OF PENSACOLA (auxiliary)	705	LJDF	Orange, Texas	F.H.Swails
WILLIAM TAYLOR	1358	LJDH	Brunswick, Georgia	Brunswick Mar.Const.Corp.
SALLY WREN	863	LJDQ	Savannah, Georgia	Georgia S.B.Co.
ALICE M. KAFKA (rn FRIENDSHIP; 1925 rn ADELAIDE DAY)	686	LJFQ	Phippsburg, Maine	F.S.Bowker & Sons
FLORENCE B. PHILLIPS	671	LJGN	Camden, Maine	Robert L. Bean
LUTHER LITTLE	1234	LJKG	Somerset, Mass.	Read Bros.Co.
JOAN KIELBERG	660	LJKS	Millbridge, Maine	Sawyer Shipyard Corp.
ROSEMARY	901	LJMB	Handsboro, Miss.	Mateo Martinolich
ANNA LAURA McKENNEY	1021	LJMD	Boothbay Harbor, Me.	Atlantic Coast Co.

(to be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1889
(Arranged by builders)

Name	Matl.	Rig	Gross	First owners
Later	Year	Later owners		
		S.P.Austin & Sons, West Dockyard, Sunderland		
VESTA	Steel	Bark	1453	M.G.Amsinck, Hamburg
		James Laing, Deptford Yard, Sunderland		
WYCHWOOD	Iron	Bark	1272	P.H.Gaynor, Sunderland
		W. Pickersgill & Sons, Southwick, Sunderland		
INCA	Iron	Bark	1059	S.Wakeham & Son, Liverpool
BLUEBELL	Steel	Bark	846	James Tedford & Co., Belfast
		Richardson, Duck & Co., Stockton Iron Works, Stockton-on-Tees		
ULIDIA	Iron	Ship	2405	J.Porter (P.Iredale & Co.mgrs), Belfast
SCOTTISH MOORS	Iron	Ship	2400	W.H.Ross & Co., Liverpool (COMPLETED 1890)
SVALAND				S.O.Stray & Co, Christiansand, Norway
		Charles Hill & Sons, Albion Dockyard, Bristol		
GLADYS	Steel	Bark	985	Builders
SITA	1890			T.Beynon & Co.Lim., Newport
NELLIE TROOP	Steel	Bark	1367	Troop & Son, St.John, New Brunswick
		R.& J.Evans & Co., Brunswick Dock, Liverpool		
TALCA	Iron	Bark	1136	S.Wakeham & Son, Liverpool
DAGNY	1908			Johan Bang, Grimstad, Norway
HOLYHEAD	Iron	4m.Bk	2336	W.Thomas & Co., Liverpool
		W. H. Potter & Sons, Queens Dock, Liverpool		
SIERRA VENTANA	Steel	Ship	1853	Sierra Shipping Co.Lim., Liverpool
NAIAD				Walmsley & Co.
ALCYONE	Iron	4m.Bk	2219	Boyes & Ruyter, Bremen
FALKLAND	Iron	4m.Bk	2804	Macvicar, Marshall & Co., Liverpool
	(Beams steel)			
		T.Royden & Sons, Queens Dock, Liverpool		
HOLLINWOOD	Steel	4m.Shp	2673	Sl.Shp.H.Lim.(Macvicar, Marshall & Co.),L'pool
		Whitehaven Shipbuilding Co., Whitehaven		
WINDERMERE	Steel	4m.Bk	2833	
LORD ROSEBERY	1890			
REINBEK				Knöhr & Burchard, Hamburg
ALICE A. LEIGH	Steel	4m.Shp	3003	A.A.L.Ship.Co.(James Joyce), Liverpool
REWA				George H. Seales, Wellington, N.Z.
ENGELHORN	Steel	4m.Bk	2461	J.R.de Wolf & Son, Liverpool
		R. Williamson & Son, Workington		
WRAY CASTLE	Steel	Ship	1891	W.C.Sl.Shp.Co.Lim.(J.Chambers & Co.), L'pool.
GARTHWRAY	1918			Marine Nav.Co.of Canada Lim., Liverpool
ANDELANA	Steel	4m.Shp	2512	A.Sl.Shp.Co.Lim.(E.F.& W.Roberts), Liverpool
		Robert Duncan & Co., Port Glasgow		
ENTERKIN	Steel	Ship	1698	T.C.Guthrie, Glasgow
BRUNEL	Steel	Ship	1637	Brunel Shipp.Co.Lim.(Leitch & Muir), Greenock
CRAIGERNE	Steel	4m.Bk	1822	R.R.Paterson, Greenock
DALSWINTON	Steel	Ship	1628	T.C.Guthrie.& Co., Glasgow

W.Hamilton & Co., Port Glasgow

KING ROBERT	Steel	Ship	1705	J.A.Walker & Co., Glasgow
GRACE HARWAR	Steel	Ship	1807	W. Montgomery, London

John Reid & Co., Port Glasgow

IREX	Steel	Ship	2348	J.D.Clink, Greenock
PURITAN	Steel	4m.Bk	2361	Sir R.W.Cameron, Glasgow

Russell & Co., Port Glasgow

DUNKERQUE	Steel	4m.Bk	3152	A.D.Bordes & Fils, Bordeaux
PETER RICKMERS	Steel	4m.Shp	2958	Rickmers Reismühlen Rhederi & Schiffbau A/G,
SIR ROBERT FERNIE	Stl	4m.Bk	2528	W.J.Fernie, London Bremerhaven.
ELIZABETH	1907	German		
GLENCAIRD	Steel	4m.Bk	2523	Shp.C.Co.Lim.(W.T.Dixon & Sns), Liverpool
CAIRNIEHILL	Steel	4m.Bk	2524	Shp.C.Co.Lim.(W.T.Dixon & Sns), Liverpool
CHARLES R. FLINT	1895	Flint & Co.(New York), Nicaragua		
DUMFRIESSHIRE	Steel	4m.Bk	2565	Thomas Law & Co., Glasgow
CRAIGEND	Steel	4m.Bk	2272	North British Shipping Co., Glasgow
STANLEY	Steel	4m.Bk	2210	Shp.S.Co.Lim.(G.M.Steeves), Liverpool
PORT DOUGLAS	Steel	Ship	1662	Crawford & Rowat, Glasgow
PORT PATRICK	Steel	Ship	1666	Crawford & Rowat, Glasgow
GLENMARK	Steel	Bark	1367	Dundee Shipowners, Dundee
GLENESK	Steel	Bark	1369	Dundee Shipowners, Dundee
HAWTHORNBANK	Steel	Bark	1309	A. Weir, Glasgow
J. H. HUSTEDE	Iron	Bark	1144	J.H.Hustede, Elsfleth, Germany

Birrell, Stenhouse & Co., Dumbarton

ELGINSHIRE	Steel	4m.Bk	2160	Thomas Law, Glasgow

Archibald MacMillan & Son, Dockyard, Dumbarton

NEOTSFIELD	Iron	Ship	1894	F.H.Dangar, Sydney
HELGA	Steel	Ship	1727	Helga Ship Co.Lim.(J.W.Carmichael & Co.), Gl'gw.
QUEEN ELIZABETH	Steel	Ship	1784	Q.E.Ship Co.(J.Black & Co.), Glasgow

Barclay, Curle & Co., Whiteinch, Glasgow

GLAUCUS	Steel	4m.Shp	2056	A.& J.H.Carmichael & Co., Greenock
ARMENDRAL		A.D.Bordes & Fils, Dunkirk		
JANET COWAN	Steel	4m.Shp	2578	R. Shankland & Co., Greenock
BRABLOCH	Steel	Ship	2062	R.K.Holmes-Kerr (Aitkin, Lilburn & Co.mgr),
VINGA	Norway			Glasgow
KELBURN	Steel	4m.Shp	2579	D. Shankland, Greenock
NORD	Steel	4m.Shp	3163	A.D.Bordes & Fils, Dunkirk

Charles Connell & Co., Whiteinch, Glasgow

ORIENT	Steel	Ship	1663	A.Evers & Classen, Hamburg
OCCIDENT	Steel	Ship	1663	A.Evers & Classen, Hamburg
ARETHUSA	Steel	Ship	1768	B.Wencke Söhne, Hamburg (COMPLETED 1890)
HIPPALOS	1916	Dampskibs Atlanterhavet A/S (E.L.Wessel-mgr), Iquique		
HAZELBANK	Steel	Ship	1660	A Weir, Glasgow

Napier, Shanks & Bell, Yoker, Glasgow

TAMAR	Steel	Ship	2115	Devitt & Moore, London

Alexander Stephen & Sons, Linthouse, Glasgow

CARR ROCK	Steel	Ship	1657	James Cornfoot & Co., Glasgow
CARRADALE	Steel	4m.Bk	2085	J & A. Roxburgh

A. Hall & Co., Footdee, Aberdeen

INVERURIE	Steel Bark	1384	George Milne & Co., Aberdeen

Alexander Stephen & Sons, Dundee

NEWFIELD	Iron frame steel plated Bark	1306	Shp.N.Co.Lim.(Brownells & Co.), L'pool

Grangemouth Dockyard Co., Grangemouth and Alloa

BANKHOLME (Alloa)	Steel Bark	1229	Bank Shippg.Co.(W.Just & Co.mgr), L'pool
SIAM (Grangemouth)	Steel Bark	658	A.C.Lindvig, Kragerϕ, Norway

Charles J. Bigger, Foyle Shipyard, Londonderry

COUNTY ANTRIM	Steel Bark	1241	R.J.Swyny, Liverpool
CAMPHILL	Steel Bark	1240	C.Shipp.Co.Lim.(Squarey & Kendall), L'pool
LONSDALE	Steel Bark	1756	J.H.Iredale & Co., Liverpool
OSSEO	Steel Bark	1463	B.H.McCorkell, Londonderry

Paul Rodgers, Carrickfergus

CREEK FISHER	Steel 3m.Sch	135	James Fisher & Sons, Barrow

Workman, Clark & Co., Belfast

IREDALE	Steel Bark	1574	J.Henry Iredale & Co., Liverpool

SHIPBUILDING IN 1888 AND 1889

Launchings in United Kingdom yards were still at a depressed rate in 1888, although by 1889 production was at the approximate level of 1886.

The largest vessel built during the biennium was the LIVERPOOL of 3400 gross and 5000 deadweight tons, launched on 7 December 1888 and completed in January 1889. After her, the largest hulls were the HOLKAR, launched 11 February 1888, and the NORD, also rated at 5000 tons deadweight, launched 7 December 1889.

Other noteworthy ships of 1888 were the four-masted schooner TACORA, which was rerigged as a four-masted barkentine after her first voyage; the DUNBOYNE, which had been laid down in 1883 to keep the apprentices and foremen employed at Whitehaven; and the VILLE DE DIEPPE, which is not listed in Lloyd's Register for 1889, but which was a tanker of 1700 tons deadweight, compartmented into 6 tanks with masts stepped on the tank tops.

Ships of 1888 later owned in this country included BUCKINGHAM, which was seized at San Francisco in 1917 as the OTTAWA of the Rederi A/G von 1896, was renamed twice by the Shipping Board and finally bought by her master, Capt.A.C. Wilvers, at Sydney in 1921, only to become a hulk there three years later. Then there was the LORD SHAFTESBURY, which was renamed GOLDEN GATE by Mayor Rolph of San Francisco, and was scrapped there after his death in 1934; ANDREW WELCH, built for the Planters Line of San Francisco to Honolulu packets; FOOHNG SUEY, a Boston-Honolulu trader torpedoed as the GALENA in June 1917; and PASS OF BALMAHA, captured by the Germans in 1916 while taking a cargo of cotton to Archangel under the ownership of the Harriss-Irby Cotton Co.

Among the 1889 launchings should be pointed out the PETER RICKMERS, a four-masted ship with 7 yards on each mast;and DUNKERQUE, another 5000-deadweight tonner, with cellular double bottom and a 1200-ton deep tank amidships.

WINDERMERE, as REINBEK, spent World War I at Santa Rosalia, Mexico, and was bought in 1921 by the Robert Dollar Co.of San Francisco; but they never found a use for her, and she was scrapped in 1928. SIR ROBERT FERNIE, as ELIZABETH, was hulked at Callao in 1909, rerigged at San Francisco in 1917, under Peruvian registry, and was lost in 1924, loading guano. CAIRNIEHILL took fire in New York Harbor in 1895 and was scuttled. Raised, she was refitted as the CHARLES R. FLINT under Nicaraguan registry, only to become a total loss by fire in April 1896.

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LOG CHIPS

OF RECENT MARITIME HISTORY

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LOG OF A TRIP DOWN EAST

We left Washington on a rainy Friday, and made Fort Lee, New Jersey, that night. The next morning we called on John Shedd of Model Shipways and saw something of his amazing production methods for ship model fittings. We came away with a kit for his latest creation, the beautiful little half-brig NEWSBOY, built at Owls Head, Maine, in 1854, which carried Howes' original double topsail rig on the foremast. We probably never will have time to complete it, but the plans alone are a pleasure to look at.

After dropping down to Hoboken to see the VEENDAM sail, we headed across Manhattan to Connecticut. Rye Playland was closed for the season, and there was no sign that the poor old BENJ.F.PACKARD had ever been on display there as a "pirate ship". She was scuttled off Eatons Neck on 12 May 1939, after being pronounced too unseaworthy even for that business.

New Haven yielded little of interest, but we spent two days around New London. At the Coast Guard Academy we found the bark EAGLE and the three-masted schooner yacht ATLANTIC. How EAGLE can use radar on the fore lowermast and still set a foresail is beyond us; yet a seaman assured us it is done. There is an interesting bas-relief of the training bark SALMON P. CHASE (1878) over a door to one of the main buildings of the Academy.

In New London there is also a recent stone monument commemorating Moses Rogers and the steamer SAVANNAH of 1818, but we missed seeing the Historical Society. Across the Thames, at Groton, a sign marks the building site of the giant freighters MINNESOTA and DAKOTA in 1903, and directly across the street is a memorial erected in 1902 by M.F.Plant to Captain William Latham. The JOSEPH CONRAD was hauled out here when we first went by, but towed back to Mystic later in the day.

Out on the point at Noank the Palmer Shipyard is guarded by two large mastiffs, who distinctly chill visitors; here, in addition to several LST's and smaller landing craft, are laid up the remains of the N.Y.Maritime Academy barracks ship ANNEX (originally 4m.sch.GEORGE H.BARNES LMHB), and the four-masted schooner ALICE L.PENDLETON (ex HAUPPAUGE LJQH).

At Mystic the local inhabitants were somewhat agog over the color write-up of their museum in the "Saturday Evening Post". We found Carl Cutler at the Marine Historical Association and renewed our discussion of ANDREW JACKSON vs FLYING CLOUD (see the October 1948 "Neptune"); but this friendly controversy seems not destined for settlement in our lifetimes.

The Association is undergoing a vast expansion program, with digging and bricklaying everywhere, and the visitor gets the impression that some of the ordinary housekeeping duties of the museum are being neglected. The girls were particularly critical of the labelling of the exhibits; some have no labels at all, and on others the labels only raise a number of unanswered questions; while such attributions as "British barkentine ALEPPO, 1810" are plain nonsense.

On the credit side of the ledger, the Museum is noticeably free from the generosities of uncritical donors, which plague such marine exhibits as that of the New York Historical Society. Their collection of half models is splendid, including many early examples and such rarities as the West Coast hell-ship HESPER. More,

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however, could be made of those now in the rigging shop, which are too vulnerable to vandalism. Among the rigged models are a good San Francisco scow schooner, and several from the Cazenovia workshop of C.G.Davis; these latter are displayed too low for best effect. A rigged model should be viewed at such a height that the deck is not much lower than the observer's chin.

Outside, the pinky is in good shape on dry land, but other full-size craft are showing weather ravages. It is extremely difficult to preserve boats except under cover. The tide is in the hold of CHARLES W. MORGAN, one cathead is missing, and her bow seems ready to fall off; she has lasted a century, but the next one will be harder. JOSEPH CONRAD may soon have to represent the square-rigged sailing ship by herself, and, though her wrought-iron hull (if it was properly patched at Groton) will probably last a long time, it is regrettable that she could not be a vessel with more of the Yankee tradition behind her.

At Stonington we found Captain Elwell Thomas busily engaged in hauling out his boats for the winter. He has a book on shipyard management ready for press, which promises to be the best thing of its kind yet produced. We had a short trip with him on his tug WHITE CAP, reputedly the smallest towboat on the East Coast, and then went eastward.

The MADALAN, at Providence, was nearly ready to sail for the Cape Verdes, and after looking at her we had a brief visit with Bob Goddard, seeing some of his splendid photos of recently departed schooners.

The next morning we made New Bedford, where we headed for Johnnycake Hill and the Old Dartmouth Historical Society. This museum is devoted partly to the colonial folkways of the region (which chiefly interested the girls), and partly to whaling and seafaring. The outstanding feature is the one-half scale model of the whaler LAGODA (1826) in the Jonathan Bourne Whaling Museum; but equally important are the exhibits of whaling gear, cooper and blacksmith shops, half models, and illustrations of whaling scenes. We had some complaints of inadequate labelling, but more objectionable was the difficulty in deciphering the hand-lettered labels.

A legacy of rigged models unrelated to whaling has here been arranged in the basement to illustrate the development of naval architecture, rather than being left in the heterogeneous juxtaposition that characterizes most such collections. After a chat with W.H.Tripp, the curator, in the course of which we committed the grave social error of suggesting that New Bedford once was outranked as a whaling port by San Francisco, we saw the Whaling Memorial in front of the Public Library, and then toured the waterfront. The Georges Bank fishery now is based chiefly in New Bedford, and the fish wharves are busy places. The old ANTON DOHRN, once a research vessel, now carries passengers to Cuttyhunk.

Across the river, at Fairhaven, we found the wreck of the two-masted schooner CORAL, and then went on toward Cape Cod. After a brief interval spent digging the De Soto out of a dune near the Cape Cod Canal, we reached Woods Hole, where a bronze tablet on a building across from the Oceanographic Institution commemorates its use as a candle factory and tells that here were built the ships UNCAS (1828), BARTHOLOMEW GOSNOLD (1832), and COMMODORE MORRIS (1841), and the bark ELIJAH SWIFT.

We reached Provincetown that night. The town remember the Pilgrims, and in front of the Town Hall an enormous block of granite recalls the victory of the Portuguese-manned ROSE DOROTHEA over the Irish and Yankee schooners at Old Home Week in Boston in 1907, but there is little to remind the visitor of Provincetown's "plum pudding" whaling schooners. The local museum was closed for the winter.

The oar, the dory, and the tiller are recurrent motifs in the decor along Cape Cod, but at Plymouth begins the trundle-bed and candle-mold portion of New England, for which the girls had been waiting. A great many clapboard Colonial houses later, we arrived at Boston, where we spent three nights.

At the Athenaeum we called on Walter Whitehill, and encountered there also Jack McElroy, to whom S.E.Morison had just dedicated his third volume of the naval history of the War. The Coast Guard cutter OWASCO was at Constitution Wharf, and we were invited aboard to

dinner by Lieutenant Parker, who combines the duites of exec of a weather ship with research on coasting schooners, and has just sent to press on Mystic a volume on the New England coal schooners. Charles Morgan dropped in after chow, and the session on schooner plans, photographs, and anecdotes went far into the night.

The Boston Port & Seaman's Aid Society at Mariner's House has several valuable half-models: ships WITCH OF THE WAVE (1851), GEORGE RAYNES (1850), GOLDEN WEST (1852), BELLE OF THE WEST (1853), second SOVEREIGN OF THE SEAS (1868), MORNING LIGHT (1853), SHERMAN B. ALLEN, and steamer LEWIS K. THURLOW (1913). There is also a sail plan of USS CONSTITUTION, dated 1817, and one of R.B.Forbes' toy schooner models of 1888.

In the Old State House the Boston Marine Museum has an interesting exhibit, which includes such treasures as the Butterworth painting of GREAT REPUBLIC under Forbes' rig, the Cornelius McKay model of STAGHOUND (1850), and the big rigged Chinese model of COHOTA (1843) described in "The American Neptune" for January 1947. Among the half models are RED JACKET (1854), KEDART (Magoun & Turner, Medford, 1851), OCEAN PEARL (T. Magoun, Charlestown, 1853), and ANDREW JACKSON (D.D.Kelly, E.Boston, 1864). These are too accessible, and some vandalism has occurred.

CONSTITUTION and CONSTELLATION, the latter without masts, are both now at Charlestown Navy Yard, but the nearby Sailor's Haven, which used to sport the figurehead of Captain Samuel Skolfield, has disappeared before a slum-clearance project in the shadow of Bunker Hill Monument. Over in East Boston, in a tough neighborhood, is Donald McKay High School, but we were unable to visit the monument to McKay across the harbor. After a visit with Giles Tod, and a look at his collection of material on recent East Coast sailing vessels, we left for Salem.

The old graveyard at Marblehead is well worth a visit; it has a memorial to Captain James Mugford and his crew in the schooner FRANKLIN of 1776; but, except for yachts, Marblehead now has little in the way of shipping. At Salem an old coasting schooner has been rebuilt to show what the ARABELLA of 1630 might have looked like; although set in concrete she is in poor shape.

(to be continued)

THE SHIPBUILDERS OF HUMBOLDT BAY
(PART 2)

PETER MATTHEWS

The son of Auley Matthews, Peter Matthews was born in Prince Edward Island in 1848, and in 1868 he went to Perry, Maine, where he worked in a shipyard. In 1874 he came to California and found employment at the Bendixsen shipyard on Humboldt Bay, where he worked until 1882.

In the summer of 1882 Matthews established a shipyard of his own at the foot of K Street, Eureka, where he operated a marine railway and built the following vessels:

Name	Rig	Tons	Owner
	1888		
ANTELOPE	StrnWhl	155	John Vance
	1889		
OLGA	4m.Sch	498	Charles Nelson
	1891		
ETHEL ZANE	4mSch	498	C.A.Hooper
BANGOR	4mSch	511	C.A.Hooper
	1893		
EXCELSIOR	Stmr.	528	C.A.Hooper
JOHN A.	3m.Sch	282	Geo.L.Sweet

ANTELOPE was dismantled in 1909 and her fittings were installed in a new hull for Humboldt Bay service. Matthews had become an American citizen in 1880, and hence was eligible to own a 1/10 interest in OLGA, which was lost in the Hawaiian Islands in 1906.

He owned a 1/16 interest in ETHEL ZANE, from the same molds as OLGA, which was abandoned east of the Marianas in a typhoon in July 1918, and in her sister BANGOR, which became a breakwater for the construction of the Carquinez Bridge and was beached near its northern end after the bridge was completed.

After a long career, mainly on the Alaska run, the EXCELSIOR was sunk in San Francisco Bay by the HARVARD in February 1916. The JOHN A., later a codfisher, is still afloat in Puget Sound waters.

In March 1897 Matthews moved his shipyard equipment to Hoquiam, Washington. Here he built:

	1897		
DEFIANCE	4m.Sch	604	E.K.Wood Lumb.Co
	1898		
DIRIGO	Stmr.	843	Alaska SS Co.

DEFIANCE was burned in the Solomon Islands in January 1922, while DIRIGO was lost east of Cape St. Elias in November 1914. Matthews died on 4 March

1898, and his yard was taken over by his son-in-law, G.H.Hitchings.

GEORGE H. HITCHINGS

Probably the most accomplished designer of wooden ships that the West Coast produced during the period under study, George Herbert Hitchings, like W.H.McWhinney, was a native of St. Andrews, New Brunswick. He was born in August 1866, the son of Andrew and Tryphena (Little) Hitchings.

Andrew Hitchings was also born in St. Andrews, in 1829. He was a millwright and spar-maker by trade, and about 1870 removed with his family to Eureka, California. At 16, George Hitchings went to work as a spar-maker for his father; later he took up drafting and many other phases of wooden shipbuilding, before becoming a builder in his own right. He married Lillian B. Matthews, daughter of Peter Matthews, in Eureka in 1889; they had two daughters and a son, G.H.Jr., who became a college professor.

The Hitchings family moved to Grays Harbor with Peter Matthews in 1897, and on the death of the latter in March 1898 Hitchings was asked to continue construction of a four-masted schooner then on the stocks, and to take over the contract for a second not yet started. The shipping industry was booming on account of the Spanish-American War and the Alaskan Gold Rush, and more contracts followed. In 1901 Hitchings took John Joyce into partnership. Here are the vessels built at Hoquiam by G.H.Hitchings and (after 1900) by Hitchings & Joyce:

	1898		
DAUNTLESS	4m.Sch	548	E.K.Wood L.Co.
	1899		
FRED J.WOOD	4m.Sch	681	E.K.Wood L.Co.
COLUMBIA	4m.Sch	684	Albert Meyer
	1900		
ROBERT DOLLAR	Stmr.	1389	R.Dollar
RAINIER	St.Sch	800	Thos.Pollard
FEARLESS	4m.Sch	736	E.K.Wood L.Co.
	1901		
KAILUA	4m.Sch	736	Hind, Rolph & Co.
MAHUKONA	4m.Sch	738	Hind, Rolph & Co.
OLYMPIC	St.Sch	688	E.K.Wood L.Co.
A.F.COATS	4m.Sch	617	J.J.McKinnon
	1902		
ALERT	4m.Sch	623	E.K.Wood L.Co.
MELROSE	4m.Sch	615	J.J.McKinnon
RESOLUTE	4m.Sch	684	E.K.Wood L.Co.
	1903		
SHASTA	St.Sch	722	E.K.Wood L.Co.
	1904		
HELEN P. DREW	St.Sch	286	L.E.White L.Co.
KALAMA	Barge	1201	Nor.Pac.Ry.Co.
	1906		
TIVERTON	St.Sch	557	J.O.Davenport

DAUNTLESS was scrapped about 1928 after service as a barge at Los Angeles, and FRED J.WOOD was also scrapped about that time. COLUMBIA was sold to Australia in 1927.

ROBERT DOLLAR, a combination passenger and lumber carrier, was towed to San Francisco to receive her engines with 1050-M feet of lumber, the largest cargo by some 450-M that had yet been taken across Grays Harbor Bar. She was scrapped about 1932 as the FAIR OAKS. RAINIER was built to the same molds with 6-ft more length, but lacked passenger accommodations. She was later enlarged to 1410 tons and was in service till about 1927.

FEARLESS was on the model of COLUMBIA and FRED J.WOOD, with some added depth. She was wrecked in Cuban waters in November 1927. MAHUKONA and KAILUA, sisters of FEARLESS costing $50,000 apiece, were wrecked at Apia, Samoa, in January 1918, and "at sea" in March 1904, respectively.

OLYMPIC, which cost $90,000, was the first oil-burner on the West Coast to be licensed to carry passengers (August 1902) She foundered in the Gulf off Porto Mexico in October 1917. A.F.COATS was burned at Ponce, P.R., in July 1926. ALERT, a sister, was wrecked at Niuafou, Tonga, in June 1923. MELROSE, another sister, costing $42,500, ended her days as a fishing barge off Los Angeles; we saw her last in 1938.

The complete plans of RESOLUTE, a sister of COLUMBIA and FRED WOOD, can be found in the "Nautical Gazette", 6 March 1902, p.8. Her hull is now reported to house a yacht club at Mobile. SHASTA had the same dimensions as ROBERT DOLLAR, except for a foot more draft. She was lost on Point Conception, California, 5 October 1906.

HELEN DREW was a floating sardine reduction plant in her old age, and was laid up in San Francisco Bay in 1943. TIVERTON was lost in Humboldt Bay in March 1933.

Although TIVERTON is the last vessel on record as built by Hitchings & Joyce, they are stated to have operated their Hoquiam yard until 1910. Then they sold out, and Hitchings moved to Berkeley, with an office at San Francisco, doing design work. In 1913 he moved again to

Seattle, where he designed the steam schooner SIERRA, built by G.F.Matthews in 1915; and in 1916 he became associated with the Pacific American Fisheries Co., which was establishing a shipyard at Bellingham, Washington, to build vessels to serve its Alaskan canneries.

Hitchings, as manager of the yard, was responsible for the design of the 235-ft twin screw steamers REDWOOD and FIRWOOD, and the 250-footers HOLLYWOOD, ROSEWOOD, OAKWOOD, and CATHERINE D. Five of these were sold when new to foreign owners, but two stayed under U.S. registry: REDWOOD, 1793 tons, built 1917, which was taken over by the Army Quartermaster Department in February 1941; and CATHERINE D., 2224 tons, built 1918, which became the Navy floating machine shop TATOOSH in March 1941, and was stricken from the Navy List in December 1944. Not a bad record of service for two wooden hulls; men to design and build such craft could not be found in this country in World War II.

Under Hitchings' direction in 1916 the Bellingham yard also turned out the 119-ton steam cannery tender MODOC. He died in Seattle General Hospital on 26 May 1917.

JOHN JOYCE

Born in Tatamagouche, Nova Scotia, 16 January 1852, John Joyce was the son of John and Mary Joyce. His parents were of Loyalist stock; it is stated that they were Mayflower descendants. Young John learned the shipbuilding trade from his father, a master builder, and at the age of 25 migrated to San Francisco, where as an expert ship carpenter he earned $5 per day. The first $100 he saved was sent back to Nova Scotia to his mother and sister.

Soon after arriving in San Francisco, Joyce met H.D.Bendixsen, and they became great friends. Joyce went with him to Humboldt Bay, where he became an American citizen in 1883, worked as manager of the Bendixsen shipyard, and married Bendixsen's niece, Bertha.

Although the Joyces lived in the Bendixsen home, and Joyce owned shares in many of the ships built in the Bendixsen yard during his 25 years as manager, he always declined to become a partner in the firm. Likewise he turned down an offer to join John Lindstrom when the latter opened a yard at Aberdeen. In 1901, when Bendixsen retired and sold his plant, Joyce refused an offer of 200 shares of stock in the Bendixsen Shipbuilding Company and a wage of $15 a day to run the yard for the new corporation, and went up to Hoquiam to join George Hitchings in partnership. They were close friends, "like David and Jonathan", as Mrs. Hitchings put it; and they were also an ideal partnership in their respective skills, as Joyce did the practical work in the shipyard, while Hitchings prepared the designs and ran the office.

A.F.COATS and ALERT were the first hulls turned out under the Hitchings & Joyce partnership.

After the plant was sold in 1910, Joyce worked as superintendent of construction for various San Francisco firms. Unfortunately, we have no record of what ships he was responsible for during this period, or of when he died.

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BUILDERS OF THE FIVE-MASTERS

In amplification of the list printed on pp 4 and 5 of this volume of LOG CHIPS are the following builders' names:

H.M.Bean: JENNIE FRENCH POTTER, KPMV; ARTHUR SEITZ, KRDG; T.CHARLTON HENRY, KSDH; SAMUEL J.GOUCHER, KTMQ; HELEN J. SEITZ, KVCM.

New England Shipbuilding Co.: PRESCOTT PALMER, KRIN.

N.T.Palmer: NATHANIEL T.PALMER, KNTD.

Washburn Bros.: WASHINGTON B.THOMAS, KSJB.

George L.Welt: PAUL PALMER, KRVN.

***

ADDITIONS TO UNITED KINGDOM LIST

To the 1886 and 1887 lists add:

BUNCRANA, wood bktn, 1886, 211 tons; by Troon S.B.Co., Troon, for T.Steele, Ayr; wrecked 1887.

VENTURA, steel ship, 1886, 1700 tons; by McMillan, Dumbarton, for Scotia Shipp. Co.Lim., Glasgow. 1909 STRØMSBO, Grefstad & Herlofsen, Arendal; 1912 STANGHOLMEN; 1913 FISKAA, T.Hansen, Kristiansand.

MAXWELL, Iron ship, 1887, 1856 tons; by Royden, Liverpool, for Johnston, Sproule & Co., Liverpool. Lost by collision April 1902.

ILMA in the Grangemouth 1886 list should have been indicated as "launched 1885, completed 1886".

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SAILING SHIP NEWS

(With thanks to W.N.Fenerin, W.J.Gilman, R.H.I.Goddard, Gordon Jones, Giles Tod, Capt.P.A.McDonald and others who have sent in items; also acknowledgements to "Sea Breezes", "Spindrift Log", and "Maritime Review".)

ALBATROSS, Swed.aux.4m.sch. 30 Sept.left London; arr Gothenburg 4 Oct.

ARCHIBALD RUSSELL, 4m.Bk. Laid up on the Tyne since start of World War II; 4 Oct. returned to Finnish ownership.

C.S.HOLMES, barge (ex-4m.sch). Put into service by Alaska Straits Tug & Barge Co. late this summer, after lying in Lake Union since the end of the war.

CARRICK, hulk (ex-ship CITY OF ADELAIDE of 1864). Becoming RNVR club at Glasgow.

CHRISTIAN RADICH, Nor.tr.ship. 1 Sept. passed Fair Isle, 23 d from New York.

DANMARK, Dan.tr.ship. 2 Oct.arr Madeira; 8 Oct.arr Teneriffe.

DIAMOND HEAD, oil barge (ex-ship GAINSBOROUGH of 1866). Still in Lake Union.

EFFIE M.MORRISSEY, 2m.Sch. 25 Oct. arr St.Vincent CVI, 68 d from New Bedford.

GJØA, aux.sloop. The vessel in which Amundsen negotiated the Northwest Passage in 1903-06, and which has been a pile of timbers in Golden Gate park, San Francisco, ever since the WPA project to repair her was suspended, will be rebuilt at a cost of $24,803

LA MERCED, 4m.aux.sch. Unloaded 40,000 cases of salmon at Seattle in September and then laid up in Lake Union. Her sails apparently were not used this year.

MADALAN, bgn. Her arrival at Dakar on 28 May was from the Cape Verdes, and not direct from the US. 18 Nov.sailed Providence for Cape Verdes.

MOSHULU, Finn.4m.bk. 13 June arr Bergen; later towed to Stockholm.

PAMIR, 4m.bk. 21 Sept.left Auckland; arr Wellington 2 Oct. Will be returned to Finnish owners by New Zealand Govt.

PASSAT, Finn.4m.bk. 6 Oct.arr Falmouth, 143 d from Port Victoria. 10 Oct.left in tow for Avonmouth.

PIETRINA, Urug.aux.bark. Running between Rio Grande and Rosario in late summer.

SEKSTAN, Russ.aux.tr.bktn. Sailing from Leningrad to Vladivostok via Plymouth, Gibraltar, Port Said, Aden, Colombo. 9 Sept.arr Singapore; 12th left for Hong Kong.

SØRLANDET, Nor.tr.ship. Arr London in July; 23 Aug.arr Trondheim.

STATSRAAD LEHMKUHL, Nor.tr.bark. 19 Sept. arr Bergen from Stord.

SVAERDFISKEN, Dan.aux.4m.bktn. 4 Sept. ashore Svalbardseyri, bound Copenhagen to Greenland; refloated.

VIKING, Finn.4m.bk. 1Sept left London in tow for Antwerp; arr 2 Sept.

WILLIAM TAYLOR, barge (ex-4m.sch). Now lying in Lake Union, Seattle. Has been repainted -- white to green.

WORCESTER, tr.hulk (built 1839). 30 Aug. foundered in Thames off Grays: 11 Sept. moved inshore for scrapping.

YXPILA, Finn.4m.sch. 1 Oct.left Farosund in tow for Gdansk after temporary repairs.

ZACA, sch.yacht. Charles Templeton Crocker, who owned the ZACA for many years, died at San Francisco on 12 December at 64. He was the son of the banker Charles Frederick Crocker (for whom a 4m.bktn was named) and grandson of Charles Crocker of the Central Pacific.

***

Captain Ralph E.Peasley died at Aberdeen, Washington, on 13 December, aged 83. He served in the 3m.sch PIONEER and commanded 5m.sch LOUIS, but was best known as master of 5m.sch VIGILANT from 1919 to 1930. According to legend, he was the prototype of Matt Peasley in Peter B.Kyne' "Cappy Ricks" stories.

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IRISH PENNANTS AND NEWS

NEW PUBLICATIONS IN OUR FIELD

In December there appeared the first issue of "Maritime Review", published by J.F.Colton & Co.,Inc. for International Maritime Exchange (the clearing house of maritime information), and described as "a monthly compendium of maritime information."

The first two issues contain news items, lists of launchings, sales, and casualties, positions of sailing vessels, bibliography, lists of sailing vessel photographs, and a register of square-rigged vessels of the world as of 1 January 1948.

It is published at P.O.Box 301, Flagstaff, Arizona; subscription $2.50 per annum in USA or $3.25 elsewhere.

Rounding out its first year is "Secretary's Monthly Letter", organ of the Nautical Research Guild, published by the secretary-treasurer, R.A.Nash, at 20 S. Baldwin Ave., Sierra Madre, California. The Guild and its organ will be of especial interest to model makers. Annual dues are $5.

AMERICAN EDITION OF "SEA BREEZES"

Announcement has just been received from Liverpool, in advance of receipt of a copy, of the establishment of an American edition of the famous "Sea Breezes". Prior to World War II, "Sea Breezes" had a large following in this country, but when it resumed publication in 1946 with a new, digest-sized format, and with its columns open to mention of steamships as well as sailing vessels, many American readers lost interest.

Now an American edition has been launched, with appeal to readers in this country. "Sea Breezes" is published at 17 James Street, Liverpool 2, England; annual subscription 13/-($2.65).

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THE MEANING OF "BUILDER"

You state (p.30) that N.E.Vinal built JOHN K.SOUTHER. My impression is that Washburn Bros.built her. I think probably Vinal was Washburn's master builder. Who is the actual builder, the man who pays the bills or the master builder?

S.W.L., Lancaster, Mass.

The point you raise is a very interesting one. There are at least three ways in which the "builder" of a vessel may be identified:

(1) The master carpenter, or yard manager, who has general supervision of the material and workmanship going into the vessel; who hires and fires, approves invoices for payment, and is general "bull of the woods"

(2) The person or firm who pays the workmen and the bills, and who conveys a bill of sale to the first owners, or

(3) The proprietors of the shipyard site in which the vessel was built.

Commonly, but not always, (2) and (3) are the same, as (3) may have leased a slip to (2). Sometimes (1) is the same as (2), or a member of the firm; more often he is only an employee of (2).

The carpenter's certificate required by R.S.4147, and which will generally be the only identification of "builder" in Customs House records, is usually signed by (1), but it may be signed by someone else; for example, the captain, when he has supervised construction as a representative of the first owners.

Classification society registers usually give (2) as the builder, but this is not a hard and fast rule, as John Mc Donald, master builder for Flint & Co. at Bath, was usually listed as builder of their ships. On the other hand, although John Joyce (p.41) managed Bendixsen's shipyard for 25 years, it appears that Bendixsen signed all the carpenter's certificates himself.

Ed.--LOG CHIPS

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INFORMATION WANTED

DENCY, bark, built at Prospect, Maine, in 1849 and lost in 1869.

CITY OF BANGOR, bark, built at Brewer, Maine, in 1862 and sold at Hamburg, 1874.

HOSEA RICH, bark, built at Brewer, Me., in 1866, sold to Italy in 1884 and condemned in 1902.

Photographs, paintings, or any particulars of the voyages of the above vessels are desired; also hull plans of any similar Penobscot-built vessels of the period.

Also, any information on a vessel named ELINOR, rig unknown, commanded by Capt.C.F.H.Menges circa 1850-60.

--C.H.F.M., Van Nuys

Information is wanted on a small ship or bark ANNIE ROYDEN, launched in the '80's or '90's and owned in Liverpool.

--O.L.B., Hicksville N.Y.

(Many other letters held over until next issue owing to lack of space.

Ed.--LOG CHIPS)

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FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST (Part 4)

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1917 (continued)	
FRANCIS J. McDONALD	1059	LJNM	Noank, Conn.	Groton Iron Works
ALLA G. TURNER (aux)	677	LMPH	Westlake, La.	Clooney Const.& Towg.Co
			1918	
VERDUN (diesel aux)	1350	French	Savannah, Ga.	Savannah Eng.& Const.Co.
HAUPPAUGE	1394	LJQH	Wilmington, N.C.	Naul Shipbuilding Co.
(torpedoed 1918; salvaged and rn ALICE L. PENDLETON)				
MYRON C. TAYLOR	1358	LJQS	Brunswick, Ga.	Brunswick Mar.Const.Corp.
LAURA A. BARNES	629	LJRF	Camden, Maine	Robert L. Bean
ELSIE PIERCE THURLOW	1505	LJRT	Rockland, Maine	Cobb, Butler & Co.
HELEN SWANZY (aux)	746	LJWK	Stockton Springs, Me.	Stockton Yard, Inc.
HARRY G. DEERING	1342	LJWR	Bath, Maine	G.G.Deering Co.
RICHARD T. GREEN	1467	LKMT	Chelsea, Mass.	Richard T. Green Co.
ROSALIE HULL	826	LKNP	Savannah, Ga.	Georgia Shipbuilding Co.
MARGARET THROOP	1264	LKRD	Thomaston, Maine	Dunn & Elliot Co.
(rn BESSIE M. DUSTIN)				
LEONIDAS (aux)	920	LKRP	Millville, Fla.	Gulf Shipbuilding Co.
DE WITT BROWN	1325	LKRT	Jacksonville, Fla.	E.G.Potter
COMMACK	1446	LKRW	Wilmington, N.C.	Nelson Ingalls
BURKELAND (rn MILENA)	706	LKSP	Milton, Florida	Bagdad S.B.Co.
SHEREWOG (aux)	1353	LKST	Savannah, Georgia	Savannah Eng.& Const.Co.
AUGUSTA G. HILTON	1652	LKVF	Thomaston, Maine	Atlantic Coast Co.
HESPER	1348	LMGH	Somerset, Mass.	Crowninshield S.B.Co.
DAVID COHEN	754	LMGS	Dennysville, Maine	Pushee Bros.
(auxiliary; engines removed and rn VICTORIA S.)				
GEO. H. BARNES	1611	LMHB	Jacksonville, Fla.	E.G.Potter /Const.Co.
(rn GUILFORD D. PENDLETON; later ANNEX)				
ISABEL C. HARRISS	1078	LMJH	Wilmington, N.C.	Wilmington Wooden Ship
ELIZABETH RUTH	862	LMPJ	Biloxi, Miss.	Mississippi S.B.Corp.
(1922 rn FLYING CLOUD, diesel aux.yacht)				
ELMIR ROBERTS (aux)	784	LMPW	Orange, Texas	Joseph Weaver & Sns.SB.Co.
PAUL E. THURLOW	1590	LMQJ	Rockland, Maine	Cobb, Butler & Co.
LIEUT. SAM MENGEL	907	LMRQ	Bath, Maine	Percy & Small, Inc.
FRANCES L. TAUSSIG	1080	LMWH	Boothbay Harbor, Me.	Atlantic Coast Co.
KENNEBUNK	719	LNBF	Kennebunk, Maine	Almon J. Smith
EDNA M. McKNIGHT	1326	LNCD	Camden, Maine	Robert L. Bean
IRENE S. WILKINSON	818	LNCK	Savannah, Georgia	Georgia S.B.Co.
WILBERT S. BARTLETT	741	LNDB	Millbridge, Maine	Sawyer Shipyard Corp.
JERE G. SHAW	739	LNGM	Biddeford, Maine	Biddeford S.B.Co.
(rn CATHERINE G. SCOTT)				
KINGSWAY	1272	LNJT	Mystic, Conn.	Pendleton Bros.
JACOB W. HOOK	677	LNKB	Richmond, Maine	Crosby Nav.Co.
JOHN R. FOX	741	LNSK	Phippsburg, Maine	F.S.Bowker & Sons
AZUA	664	LNVF	Lineolumville, N.Y.	Carteret Ferry Corp.
GLADYS M. TAYLOR	967	LPCF	Stockton Springs, Me.	Stockton Yard, Inc.
SALLY PERSIS NOYES	1034	LPCN	Harrington, Maine	Frye Flynn Co.
(rn CONSTELLATION: yacht)				
CHARLES D. STANFORD	714	LPCQ	Brewer, Maine	Bangor-Brewer S.B.Co.
ALEXANDER H. ERICKSON	970	LPCQ	Seaford, Delaware	Delaware S.B.Co.
(rn WELLINGTON)				
BRINA P. PENDLETON	1513	LPHB	Bath, Maine	Pendleton Bros., Inc.
SIR THOMAS J. LIPTON	1358	LPHM	Brunswick, Ga.	Brunswick Mar.Const.Corp.
IDA S. DOW	1411	LPKH	Thomaston, Maine	Atlantic Coast Co.

Name	Gross Tons	Signal Letters	Year Place built	Builders
			1919	
JEAN L. SOMERVILLE	749	LPQH	Gulfport, Miss.	Gulfport S.B.Co.
JOSEPH LEOPOLD	668	LPRH	Biloxi, Miss.	J.F.Stuard
MARGUERITE M. WEMYSS	582	LPRJ	Boothbay Harbor, Me.	East Coast Ship Co.
BAGDAD	790	LPRN	Milton, Florida	Bagdad S.B.Co.
CHARLES A. DEAN	1143	LQBS	Camden, Maine	Robert L. Bean
A.ERNEST MILLS	946	LQDS	Stockton Springs, Me.	Stockton Yard Inc.
FREEMAN	1070	LQFR	Rockland, Maine	F.Cobb S.B.Co.
MARGARET SPENCER	818	LQJM	Savannah, Georgia	Georgia S.B.Co.
W. H. WOODIN	1488	LQMJ	Wilmington, Del.	American Car & Foundry
(rn B. S. TAYLOR)				
VIRGINIA PENDLETON	1547	LQRM	Mystic, Conn.	Pendleton Bros.
DOROTHEA L. BRINKMANN	698	LQTC	Rockland, Maine	I.L.Snow & Co.
PAT HARRISON	1145	LRBT	Biloxi, Miss.	Coast Ship Co.
(rn ALICE VERZONE)				
BRADFORD E. JONES	1648	LRFG	Boothbay Harbor, Me.	Atlantic Coast Co.
VIRGINIA DARE	1569	LRGH	Newcastle, Maine	Newcastle S.B.Co.
JAMES E. COBURN	987	LRKC	South Orrington, Me.	Boston & Penobscot S.B.Co.
ESTHER K.	1001	LRKD	Dennysville, Maine	Dennysville S.Yd.Corp.
(rn HOLLYWOOD; then ESTHER K. again)				
ELIZABETH BANDI	767	LRMT	Gulfport, Miss.	Gulfport S.B.Co.
(rn BANDI 1931; SEUTE DEERN 1939)				
MARY STUART	726	LSCH	Phippsburg, Me.	F.S.Bowker & Sons
M. VIVIAN PIERCE	1511	LSCJ	Thomaston, Maine	Atlantic Coast Co.
(rn EDWARD L. SWAN)				
COPPERFIELD	691	LSCN	Chickasaw, Alabama	Shellbanks S.B.Co.
HELEN BARNET GRING	1226	LSFC	Camden, Maine	Robert L. Bean
JAMES E. NEWSOM	707	LSKM	Boothbay Harbor, Me.	East Coast Ship Co.
LUCIA P. DOW	998	LSNB	Rockland, Maine	Cobb, Butler & Co.
KATHERINE MAY	915	LSRN	East Hampden, Maine	Bangor Shipbuilding Co.
ANNA G. LORD	861	LSTC	Bath, Maine	Pendleton Bros. Inc.
HERBERT L. RAWDING	1209	LSTD	Stockton Springs, Me.	Stockton Yard, Inc.
R. R. GOVIN	872	LSTM	Linoleumville, N.Y.	Carteret Ferry Corp.
MARY BRADFORD PEIRCE	1133	LSVR	Boothbay Harbor, Me.	Atlantic Coast Co.
DORIS HAMLIN	1063	LTBH	Harrington, Maine	Frye Flynn Co.
MIRIAM LANDIS	904	LTCH	Bath, Maine	Percy & Small Inc.
(rn KENTON)				
CHARLES S. GAWTHROP	1488	LTNM	Wilmington, Del.	American Car & Foundry
(diesel aux; later removed; rn G. A. KOHLER)				
VELMA L. HAMLIN	1091	LTQC	Harrington, Maine	Frye Flynn Co.
HORACE E. MUNROE	1626	LTWG	Brewer, Maine	Bangor-Brewer S.B.Co.
ANANDALE	1630	LTWP	Sharptown, Md.	Thirty-Six Corp.
WM. H. HARRIMAN	1450	LVCW	Thomaston, Maine	Atlantic Coast Co.
AMELIA ZEMAN	738	LVHC	Phippsburg, Maine	F.S.Bowker & Sons
JOHN FRANCIS STUARD	1200	LVHM	Handsboro, Miss.	Mateo Martinolich
RUTH BARTIN	875	LVJQ	Portland, Maine	Russell S.B.Co.
VILLE DE DIXMUDE	1325	MDGS	Millville, Fla.	Gulf S.B.Co.
(French aux.diesel; later removed and rn GRACE N. PENDLETON)				
			1920	
CECILIA COHEN	1102	LVMT	Bath, Maine	Percy & Small, Inc.
DOLLY MADISON	1540	LVQF	Newcastle, Maine	Newcastle S.B.Co.
ROBERT L. BEAN	1335	LVQW	Camden, Maine	Robert L. Bean
MARY G. MAYNARD	735	LWCP	Boothbay Harbor, Me.	East Coast Ship Co.

(to be concluded)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1890

(Arranged by builders; hulls steel except as noted)

Name	Rig	Gross	First owners	Dead-weight
Later name			Year Later owners	
William Pickersgill & Son, Southwick, Sunderland				
HANNA HEYE (Iron)	Bark	1422	Carl Neynaber, Elsfleth, Germany	
VEGA				
RIO				
TRIPOLITANIA				
GARIBALDI				
MAGUY			Gillet & Fils, Marseille	
DRUMALIS	4m.Bark	2530	P.Iredale & Porter, Liverpool	
ANDRADA	4m.Bark	2593	E.F. & W.Roberts, Liverpool (Completed 1891)	
Southampton Naval Works, Southampton				
KATY (Completed	Ship	2250	Christian Moller, Christiania, Norway	3400
AGNES 1891)			D.H.Wätjen, Bremen	
Charles Hill & Sons, Bristol				
PENHYRN CASTLE	Bark	1367	R. Thomas, London	2250
Milford Haven Shipbuilding Co. (T.R.Oswald & Co.), Milford Haven				
SPEKE (Compl.1891)	Ship	2875	R.W.Leyland & Co., Liverpool	4400
R. & J. Evans & Co., Brunswick Dock, Liverpool				
ATACAMA (Iron)	Bark	1146	Samuel Wakeham & Son, Liverpool	
POLASTERNE			Skibs A/S Stjernan (H.Jacobsen & Co.), Sarpsborg.	
W. H. Potter & Sons, Queens Dock, Liverpool				
ALTAIR (Iron)	4m.Bark	2452	Boyes & Ruyter, Bremen, Germany	----
DUNFERMLINE	4m.Bark	2902	Macvicar, Marshall & Co., Liverpool	4300
CARL RUDGERT VINNEN				
BURROWA			1914 Admiralty, London (prize)	
Royden & Sons, Queens Dock, Liverpool				
CROMPTON	4m.Ship	2810	Macvicar, Marshall & Co., Liverpool	
R. Williamson & Son, Workington				
EUSEMERE	4m.Bark	2512	Sl.Shp.E.Co.Lim.(Fisher & Sprott), London	
PINDOS			1896 B.Wencke Sohne, Hamburg	
Ritson & Co., Maryport				
PETER IREDALE	4m.Bark	2075	P. Iredale & Porter, Liverpool (Iron & Steel)	
CRIFFEL (Compl.1891)	Bark	1250	McDiarmid, Greenshields & Co., Liverpool	
BAUNEN			1909 H.Christensen, Langesund, Norway	
J.Reid & Co., Port Glasgow				
WHITE HEATHER	Aux.Bark	451	(yacht)	
APACHE				
Robert Duncan & Co.Lim., Port Glasgow				
ANDROMEDA	4m.Bark	1928	George F. Smith, Glasgow	3200
KELTON	4m.Bark	1924	Village Line (T.G.Guthrie), Glasgow	----
GLENBRECK	4m.Bark	1900	Shp.G.Co.Lim.(Robert R Paterson), Greenock	3100
PASS OF BRANDER	4m.Bark	2127	Gibson, Clark & Co., Glasgow	3500
BENGAIRN			J. & J. Rae, Liverpool	
ROBERT DUNCAN	4m.Bark	2166	Leitch & Muir, Greenock (Completed 1891)	3500
WILLIAM T. LEWIS			1910 James Rolph, San Francisco	
FIBREBOARD (barge)			Island Tug & Barge Co., Victoria, B.C.	

UNITED KINGDOM LAUNCHINGS, 1890, continued.

William Hamilton & Co., Port Glasgow				
BARCRAIG	Ship	2149	Hamilton, Harvey & Co., Glasgow	3480
ASTREE	Ship	2142	A.C.le Quellec, Bordeaux	----
Russell & Co., Port Glasgow & Greenock. Greenock yard.				
HINEMOA	4m.Bark	2283	J. Leslie, Glasgow	3600
NORDLYSET (Cmpl.'91)	Bark	1599	Bruusgaard, Kiøsterud & Co., Drammen	2500
			Port Glasgow yards.	
GLENCONA	4m.Bark	2631	W.O.Taylor & Co., Dundee	----
HOLT HILL	4m.Bark	2398	Sl.Shp.H.H.Co.Lim.(William Price & Co.),Lpl.	3750
BREIDABLIK	4m.Bark	2416	Bruusgaard, Kiøsterud & Co., Drammen	3800
SNAIGOW	4m.Bark	2384	David Bruce & Co., Dundee	3800
ECUADOR			Tidemann & Co., Bremen	
H.HACKFELD			J.C.Pflüger & Co., Bremen	
THISTLEBANK	4m.Bark	2430	A. Weir, Glasgow (Completed 1891)	3800
COMLIEBANK	4m.Bark	2283	A.Weir, Glasgow	3600
ASULF			1913 E.Monsen, Tvedestrand, Norway	
ELMBANK	4m.Bark	2288	A. Weir, Glasgow	3600
STRATHGRYFE	4m.Bark	2276	J. & W.Stewart, Greenock	3600
MARGRETHA			1910 H.H.Schmidt, Hamburg	
GRACIOSA			1915 Portuguese Government	
SIMLA	4m.Bark	2214	G.M.Steeves, Liverpool	3600
GARNET HILL	4m.Bark	2274	J.R.Dickson, Glasgow	3600
PORT STANLEY	4m.Bark	2276	Crawford & Rowat, Glasgow	3600
EDENBALLYMORE	Ship	1726	Sl.Shp.E.Co.Lim.(Thompson,Dickie & Co.),	2800
EDENMORE			1902 Lang & Fulton, Greenock /Londonderry.	
TEMPLEMORE	Ship	1717	Sl.Shp.T.Co.Lim.(Thompson, Dickie & Co.)	2800
CULMORE	Ship	1720	Sl.Shp.C.Co.Lim.(Thompson, Dickie & Co.)	2800
SOCOTRA	Ship	1704	P.Denniston & Co., Glasgow (Compl.1891)	2860
CAMBRIAN KING	Ship	1717	Shp.C.K.Lim.(Thomas Williams & Co.), L'pool	2800
BURMAH	Ship	1734	Foley, Aikman & Co., London	2800
COQUIMBO			A.D.Bordes & Fils, Dunkirk	
ARDNAMURCHAN	Ship	1718	Hugh Hogarth, Ardrossan	2800
SPERANZA			1909 Genoa	
GUNDA			1912 Th. Brøvig, Farsund, Norway	
DUMBARTON ROCK	Ship	1716	James Cornfoot, Glasgow	2800
LIKA			H.Burmester, Hamburg	
HAMINGJA			1915 E. Knudsen, Norway	
LYNGØ			1919 Skibs A/S Otra (L.Jørgensen), Christiansand	
SKJOLD	Bark	1598	A.& F.Smith, Tvedestrand. (Completed 1891)	2500
INVERMARK	Bark	1436	G.Milne, Aberdeen	----
BIRTHA (Compl.1891)	Bark	1431	Et Interessentskab (A.F.Klaveness), Sande-	2330
QUILPUE	Bark	1387	Brodersen, Vaughan & Co., Liverpool /fjord/	2250
ROALD AMUNDSEN				
MIMOSA			Red.A/B Mimosa (E.Braathen), Stockholm	
MIEFIELD	Bark	1369	Alexander Rae & Co.	2250
Archibald McMillan & Son Lim., Dumbarton				
SWANHILDA	4m.Bark	2150	J.W.Carmichael & Co., Glasgow	
INVERGARRY	Bark	1425	George Milne & Co., Aberdeen (Compl.1891)	2300
GARTHGARRY			Marine Navigation Co., Montreal	
D. & W. Henderson & Co., Meadowside, Partick, Glasgow.				
FRANCE	5m.Bark	3784	A.D.Bordes & Fils, Dunkirk	6150
Barclay Curle & Co.Lim., Whiteinch, Glasgow				
CAPE YORK	4m.Bark	2128	Lyle Shipowning Co.Lim., Greenock	2128
GERS			A.D.Bordes & Fils, Dunkirk	

UNITED KINGDOM LAUNCHINGS, 1890, continued

Charles Connell & Co., Scotstoun Shipbuilding Yard, Whiteinch, Glasgow

MELETE	Ship	1782	B.Wencke Sohne, Hamburg	
IVERNA	4m.Bark	2312	A. Mackay & Co., Glasgow	
HERØ			1915 Arne Larsen Bergen, Norway	
ERATO	Ship	1780	B.Wencke Sohne, Hamburg	

Alexander Stephen & Sons, Linthouse, Glasgow

FASCADALE	4m.Bark	2083	J. & A. Roxburgh, Glasgow	

Alexander Stephen & Sons, Dundee

MAYHILL	4m.Bark	2121	G.W.Wood, Dundee (Iron & Steel)	
GALENA (Compl.1891)	4m.Bark	2294	Builders (Iron & Steel)	

Grangemouth Dockyard Co., Grangemouth & Alloa.

BANKBURN (Alloa)	Bark	1427	Just & Co., Liverpool	2300
HOLTHE			A/S Holthe (A.Lunde), Larvik, Norway	
DANUBE (Alloa)	Bark	1459	James Nourse, London	----
TORDENSKJOLD (Alloa)	Bark	782	A.O.Lindvig, Kragerø, Norway	1200
ZAMBESE (G'mth)	Bktn.	389	Fabre & Fils, Marseilles	600
ORBIS (G'mth)	Bark	1619	Albert Evers & Classen, Hamburg	2500
OSTERBEK			Knöhr & Burchard, Hamburg	
VALBORG SKOGLAND				
EMIN PASCHA (Alloa)	Bark	1618	C.M.Matzen, Hamburg	2550
ELLERBEK			Knöhr & Burchard, Hamburg	
QUINTERO			Buchanan, Jones & Co., Valparaiso	

Ramage & Ferguson, Leith

ORION	Bark	2081	W.S.Croudace, Dundee	

Charles J. Bigger, Londonderry

HAWKSDALE	Ship	1824	J.H.Iredale & Co., Liverpool	2900
FOYLEDALE	Ship	1765	J.Henry Iredale & Co., Liverpool	2850
AINSDALE	Ship	1825	J.Henry Iredale & Co., Liverpool	----
ARKTIS (Steamship)			Lübeck, Germany	
KALKAVEN ZADE			Turkey	
DIMSDALE	Ship	1887	J.Henry Iredale & Co., Liverpool	----

Paul Rodgers & Co., Carrickfergus

CREEK FISHER	3m.Sch	144	J. Fisher & Sons, Barrow
SHOAL FISHER	3m.Sch	135	J. Fisher & Sons, Barrow

Harland & Wolff, Lim., Queens Island, Belfast

CALIFORNIA	4m.Ship	3099	North Western Shipping Co.(Ismay, Imrie & Co.),Lpl.
ALSTER			1898 A/G Alster, Hamburg
CHRISTEL VINNEN			1912 Bremer Stahlhof A/G, Bremen

MacIlwaine & MacColl Lim., Belfast

LAKE FISHER	4m.Sch (or 4m.Bktn)	289	James Fisher & Sons, Barrow-in-Furness (Steel plates; Iron frame)

UNITED KINGDOM SHIPBUILDING IN 1890

Only half a dozen vessels used any wrought iron in their hulls this year. The largest vessel was the five-master FRANCE; after her the White Star liner CALIFORNIA, 3099 gross. The largest ship was SPEKE, 2875 tons, and the largest bark ORION of 2081 tons.

Later owned in America were SIMLA, which became a tank barge on the Pacific Coast and was scuttled in San Francisco Bay in 1933; ROBERT DUNCAN, which may still be afloat as the Canadian barge FIBREBOARD; and the yacht WHITE HEATHER, which was owned by Harrison I. Drummond of New York as APACHE.

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER FIVE 49 MARCH 1949

LOG OF A TRIP DOWN EAST, PART II -- FROM SALEM TO SEARSPORT

The Derby wharf and mansion at Salem and the old U.S. Custom House building have been taken over by the National Park Service for preservation.

The Peabody Museum at Salem is of course well known for its marine collections, and as the home of "The American Neptune." As we hit it on Sunday, we missed a chance to meet L.W.Jenkins, but we had plenty of time to roam through its halls. It was a real satisfaction to look at the collection of animals of Essex County, and notice that ancient stuffed specimens (which most regional museums would leave on display) have been discarded in favor of better representations of the species, even if not actually taken in Essex County. We had a feeling that a little of this kind of treatment could also be applied with advantage to some of the marine material.

The anthropological collections here at the Peabody contain a goodly number of models of junks, proas, canoes, and other such primitive types, in addition to vast numbers of weapons, household articles, and pieces of wearing apparel.

Our next stop was Gloucester, but it greeted us with rain; so after tarrying long enough for the girls to find out the proper spelling of the "Pew" in Gorton-Pew, we headed on. (By the way, for the benefit of those readers who may assume that we travel around like Aly Khan, we hasten to add that the "girls" include our wife and our sister).

First, however, we made a swing around Cape Ann. In the National Bank at Rockport are two half models, which may or may not be builders' models; if they are, they are the first we ever saw carved out of knotty lumber. At Newburyport it was still raining; likewise at Portsmouth; but here we sought out Mr. Lawrence Craig of the Portsmouth Athenaeum, who admitted us to the building long enough to look at its famed collection of ship models.

Beside a good rigged French prisoner bone model, and a fine contemporary rigged model of the MONTGOMERY from the packet ship period, the Athenaeum owns the following builders' models:

Ships			
ATHENS	1838	ALICE BALL	1857
ANNA DECATUR	1856	R.H.TUCKER	1857
KATE PRINCE	1856	DONATI	1858
YOSEMITE	1868	RICHARD III	1859
TINQUA	1852	LIVERPOOL PACKET	'60
SANTEE	1860	MANCHESTER	1860
SIMLAH, sister	'63	CITY OF MONTREAL	'61
R.D.SHEPHERD	1846	CORONATION	1863
JEAN INGELOW	1871	SEMIRAMIS	1863
ADELAIDE BELL	'53	(all sisters)	
EMILY FARNUM	1854	ARKWRIGHT	1855
WITCH OF THE WAVE		NESTOR	1831
SIERRA NEVADA	'54	OCEAN ROVER	1854
FLEETFORD	1864		
Schooners			
ANNIE F.CONLON	'82	CLARA E SIMPSON	'74
EDWIN I.MORRISON	'73		
G.W.RAITT	1871	LIZZIE J.CALL	1886
Barks			
CLOTILDE and NEPTUNE (sisters)			1869-1870
Rig not known			
ANN PARRY	1825	METEOR	1864
TARTAR	1865	DON THEODORO	1867
OCEAN GUIDE	1854	APPLEDORE	1869
VENICE	1841	PORTSMOUTH	1843
BROTHER JONATHAN	1853		

There is also a two-stacked warship of the Civil War period. WITCH OF THE WAVE is labelled 1851, but possibly may be the 1856 vessel.

In addition, there are two real treasures in the collection, a painting on the scale of 1/48 of the hull of the ELIZABETH of 1717, which may be the oldest extant portrait of an American ship, and the Admiralty dockyard model of the 44-gun AMERICA

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LOG CHIPS is produced approximately every two months at 7606 Foster Street, Washington 19, D.C., by John Lyman. Subscription $1 per volume (12 issues)

(renamed BOSTON), built at Portsmouth in 1749. The owners have wisely left AMERICA in her original condition, rather than turning her over (like most of the Admiralty models now in the Naval Academy Museum) to the mercies of a gilder.

We now crossed the Piscataqua into Maine, staying on U.S.1 instead of the Turnpike. Kennebunkport was the next stop, where Booth Tarkington's two-mast schooner REGINA, built at Machias in 1891, still sits saucily and newly painted atop her permanent cradle, with her jibboom projecting over the highway.

On the right bank of the Kennebunk we found the hulk of a two-masted schooner, whose net tonnage and official number, still visible on the main beam, identified her as the ELLA CLIFTON, built at St. John, N.B., in 1872.

At Portland the first object of interest was the hull of the Naval training ship CUMBERLAND, which served for many years as a receiving ship at Annapolis and is now in the hands of the shipwreckers, Bernstein & Jacobson. They reported that she may not be broken up yet, as they have a prospective buyer for the hull. An index of the reliability of their information, however, may be gauged from the following conversation, reported verbatim:

We:"Is CUMBERLAND iron or steel?"

Jacobson: "She's the very best grade of steel."

We: "That's funny, we thought she was iron."

J.:"Oh sure, she's built of the finest Swedish iron."

B.& J. had in their shop half models of the steamboats NANTASKET, 1902, and BETTY ALDEN, 1908, and a big, unnamed schooner.

Farther along Commercial Street, we called at the office of Chase, Leavitt & Co., finding that they have models of the schooner CANTON and barks TEWKSBURY L. SWEAT and ELMIRANDA, all built in 1874, as well as two more, unnamed. We had a long chat with Senator Chase, who told us that his firm had run the last six-masted schooners. Once they chartered the EDWARD B.WINSLOW to an oil company to house a drilling crew for several months in Venezuela; but even though the schooner brought back a cargo of goat manure from Vela de Coro it was a losing voyage.

Across the hall, the Portland Pilots' Association has a half-model of the PORTLAND PILOT (1931), and upstairs in the clubroom of the Portland Marine Society there are several ship portraits.

Across Commercial Street, the ship-chandlery firm of W.S.Jordan & Co. has a fine painting and builder's model of the three-masted schooner W.S.JORDAN of 1873.

The commerce of the port of Portland now seems to be concerned chiefly with the importation of petroleum products, some of which go on to Canada by pipeline, but there are still many reminders of the older days. The local branch of a chain store is decorated on the outside with a large and accurate representation of a half-brig. E.H.Merrill, a commercial photographer on Middle Street, has a couple of albums of ship photographs. (The "American Neptune" is printed on Middle Street, also).

At the Maine Historical Society we saw our first real copy of Rowe's "Maritime History of Maine." Up to now, the copies in bookstores had been publisher's dummies. The Society has some interesting marine relics from the Revolution, and in the basement are several half models: a pinky; 4m.sch DANIEL B.FEARING (1891); a brig, probably OCTAVIA, built at Stroutwater in 1817; ship RUFUS E.WOOD (1875); ship ARTIZAN (1856), and five more unidentified.

The next morning, with better weather, we reached Bath. The Iron Works here was busy with naval work and several trawlers for France. Driving through the north end of town, we espied a small building with a sign "E.& A.Sewall". It proved to be the Sewall office, with a young lady inside just closing up after Sumner Sewall's unsuccessful campaign for Senator.

Looking very much as it must have 50 years ago, the office has still, neatly pigeonholed, all the correspondence relating to the last Sewall ships, some of which is quoted in Mark Hennessy's book. On the walls are a sail plan of KENILWORTH, some pictures, and 14 unnamed builders' models. Some of these, being plating models, could be readily identified. We copied a complete list of all the ships built by the Sewalls at this spot, and then moved on to the Bath City Hall, where the named Sewall models are to be seen.

Here we found one of the real treasures of American history, a display of the following models of Kennebec-built sailing vessels:

Ships

HENRY B.HYDE	1884	COMMODORE T.H.ALLEN	
JOHN ROSENFELD	1884		1884
RAPPAHANNOCK	1841	RAPPAHANNOCK	1889
CHALLENGER	1872	OCCIDENTAL	1874
ARABIA	1882	SERVIA	1883
COLUMBIA	1871	ROCHESTER	1837
ARMENIA	1877	PARTHIA	1891
BOHEMIA	1875	JN R.KELLEY	1883

Unnamed, built at Rockland in 1815
Unnamed, built at Pennellville in 1840
Unnamed, built by Wm.Meston, Hardings, in 1830

Schooners

AGNES E.MANSON 1889 KATE M.HILTON 1872
Unnamed, designed by F.W.Rideout
Unnamed

Others

Brig GLENDALE 1863 Bark EDWIN REED'74
USS KEARSARGE, built at Kittery, 1861

Two large schooner models from William Rogers' yard, too large for the City Hall, are located in a private home. This collection officially belongs to the Kennebec Valley Marine Museum.

Next we looked up Mark Hennessy at the Press Herald office. He showed us Percy & Small's old office, and then took us first to the site of Percy & Small's shipyard, now a cow pasture south of town, and next to Oak Grove Cemetery, where we photographed the bas-relief of the ship FREEMAN CLARK on the headstone of Harold Marsh Sewall.

In the Bath Public Library is the half model of the schooner WYOMING of 1909, labelled as having been the second largest wooden sailing vessel ever built; but in view of the figures on GREAT REPUBLIC and WYOMING published on p.28 of this volume of LOG CHIPS, the label could fairly be changed to call her the largest.

On Mark's tip, we went up the west bank of the Kennebec to Richmond, where the site of the Southard shipyard can be recognized. Still standing in front of a building now used as a box factory is a life-size granite statue of T.J.Southard, surrounded by weeds.

Crossing the Kennebec on the toll-bridge, we next drove through Wiscasset, where the forlorn hulks of the four-masted schooners LUTHER LITTLE and HESPER still lie. Then we continued to Boothbay Harbor, where the Frank Sample shipyard is still active. Lying up there for the winter were the dude sailers ALICE S.WENTWORTH and STEPHEN TABER, and nearby was the mastless hulk of the four-master EDNA M.MCKNIGHT. At low water the floors of two or three other wooden vessels can be distinguished in the mud; one of these was burned to celebrate V-J Day, it is said.

Photograph collectors will find a few good pictures for sale in Boothbay Harbor. Some idea of the remoteness of this region was conveyed to us when we saw a freshly-killed bear strung up on the main street; while at breakfast there was much talk among the natives of shooting a moose.

East of Boothbay are several former shipbuilding centers -- Newcastle, Damariscotta, and Waldoboro -- but we found no reminders of the old days till we reached Thomaston. Here we found the firm of Dunn & Elliot still in business, with Captain Arthur Elliot and his sons running a store, a fuel business, and a small marine railway. In the store is a half model of the 4m.barkentine REINE MARIE STEWART, while on the old sail loft is the eagle carving from the stern of the schooner SEVENTY SIX of 1864. There are six more unidentified models in the sail loft. From Captain Elliot we obtained a list of vessels built at Thomaston, printed years ago in the Rockland Courier-Gazette.

At Rockland, in the Courier-Gazette Office, we met Mrs.Ella Newman, who was State supervisor of the WPA project that transcribed ship registers. From her we learned that the work had progressed to the cutting of stencils for most of Maine, but that on the abandonment of the project they had all been burned. We gathered, however, that Mrs.Newman still has in her possession copies of the records.

Pushing on past Belfast, we reached Searsport, which was the "farthest north" of the trip as we had planned it. It was too late in the season for the Penobscot Marine Museum, but on looking up Mrs. Lincoln Colcord we were admitted for a quick survey of the collection in the growing dusk. It is a little surprising that the major effort toward preservation of the evidence of Maine's maritime history is concentrated at Searsport, rather than Portland or Bath; but such is the case, and a good job they are doing of it. A particular effort is being made to secure logs and track charts; and the collection of these and of contemporary sailing directions is outstanding.

(to be continued)

THE SHIPBUILDERS OF HUMBOLDT BAY. III.

ALEX COOKSON

All the information available on Alexander Cookson is that he was born in Canada, probably New Brunswick, about 1834, and became an American citizen at Eureka in 1872. He andhis son, Horace Edwin Cookson, both described themselves as carpenters by trade.

Alex Cookson built the following vessels at Eureka:

		1881	
HALCYON	3m.	Sch 293	Dolbeer & Carson
		1882	
FIDELITY	3m.	Sch 192	Capt. W.J. Sweazey
LENA SWEAZEY	"	256	"
		1883	
CHALLENGER	3m.	Sch 279	Capt. W.J. Sweazey

HALCYON survived World War I, and was finally abandoned at sea in November 1918. FIDELITY was lost before 1890, and LENA SWEAZEY was wrecked at Natividad Bay, Mexico, in August 1903.

CHALLENGER, from the same model as HALCYON and LENA SWEAZEY, was lost through fire in a lime cargo about 1902, on a voyage from Roche Harbor to San Francisco, with a deckload from Port Blakely. She was scuttled at Astoria.

J.G.MURRAY

John Gallagher Murray, who was born in New Brunswick about 1842 and naturalized at Eureka in 1873, was, we believe, the builder of the barkentine UNCLE JOHN, 314 tons, which was launched in December 1881 for John Vance of Eureka. This is the only vessel built by Murray of which we can find record.

JOHN LINDSTROM

Strictly speaking, Lindstrom was not a Humboldt Bay shipbuilder in his own right, but as he got his start there, he is included in this series.

John Lindstrom was a native of Sweden, born in 1867. He came to Eureka about 1887, and worked as a carpenter in the shipyards there. In 1898, with the coasting trade booming on account of the Alaskan gold rush and the Spanish War, Lindstrom was approached by San Francisco interests with the proposition that he establish a shipyard on Grays Harbor and build a wooden steam schooner hull.

A wooden shipyard needs little more equipment than a bandsaw with a fence around it. Lindstrom took the contract and with the few hundred dollars of their savings, plus a bank loan, he and his partner, C.R.Green, not only completed the first steam schooner, SAN PEDRO, but undertook a second, ABERDEEN. From this beginning, they went on to build a sizeable fleet of sailing and steam schooners, incorporating as the Lindstrom Shipbuilding Company in 1905.

Following is a list of vessels built by Lindstrom at Aberdeen, Washington:

Name	Rig	Tons	Owner
		1899	
SAN PEDRO	St.	Sch 674	J.R.Hanify, S.F.
ABERDEEN	St.	Sch 741	Pac.Lumber Trans. Co., S.F.
HENRY WILSON	4m.	Sch 499	H.Wilson, S.F.
W.H.KRUGER	St.	Sch 469	O.C.Haslett, S.F.
		1900	
A.B.JOHNSON	4m.	Sch 529	H.Wilson
R.C.SLADE	4m.	Sch 673	S.E.Slade, S.F.
OLIVER J.OLSON	4m.	Sch 667	O.J.Olson, S.F.
		1901	
W.J.PATTERSON	4m.	Sch 645	J.J.McKinnon "
WEMPE BROS.	4m.	Sch 681	O.J.Olson "
E.B.JACKSON	4m.	Sch 682	H.Wilson "
BROOKLYN	St.	Sch 333	Beadle Bros. "
G.C.LINDAUER	St.	Sch 453	Wilson Bros. "
		1902	
ANDY MAHONY	4m.	Sch 566	O.J.Olson "
		1903	
JAMES H.HIGGINS	St.	Sch 382	
		1904	
DARING	St.	Tug 227	
BEE (1st)	St.	Sch 601	F.Linderman "
		1905	
MAYFAIR	St.	Sch 670	
COASTER	St.	Sch 579	
SEA FOAM	St.	Sch 339	G.S.Beadle "
		1906	
THOMAS L.WAND	St.	Sch 657	
HORNET	St.	Sch 660	F.Linderman "
QUINAULT	St.	Sch 582	F.A.Hart "
JIM BUTLER	St.	Sch 642	O.J.Olson "
CARMEL	St.	Sch 633	J.H.Fritch "
		1907	
BERKELEY	St.	Sch 571	
J.MARHOFFER	St.	Sch 608	O.J.Olson "
BEE (2d)	St.	Sch 662	F.Linderman "
GRAYS HARBOR	St.	Sch 659	Sudden & Christenson "
CAPASTRANO	St.	Sch 648	J.H.Fritch "
CLAREMONT	St.	Sch 747	W.H.Wood "
LEADER	(no information)		

In the boom that resulted from the San Francisco Fire of 1906, the Lindstrom Shipbuilding Company built a number of steam schooners. Lindstrom also acquired an interest in the Hendixsen Shipbuilding

Company and became president of the corporation. He also served two terms as Mayor of Aberdeen.

The year 1908 was not as promising for shipbuilding on the West Coast as the two previous ones had been. Although Lindstrom was worth a reputed half million dollars, he found difficulty in raising the cash to buy a 2800-acre timber tract in Humboldt County.

On the evening of 29 June 1908, Lindstrom checked in to a fourth-floor room in the Willamette Hotel in Salem, Oregon, and at 2:30 AM was instantly killed in a fall to the sidewalk. A coroner's jury returned a verdict of accidental death.

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SEVEN-MASTED SCHOONERS

By the time the first East Coast six-masters, GEORGE W.WELLS and ELEANOR A. PERCY, were completed in 1900 all maritime New England was big schooner-minded. These wooden coal carriers, it appeared, returned up to 40% on the investment; the bigger the schooner the better the return.

Soon people were talking seven-masters, and even eight-masters. In November, 1900, Holly Bean, builder of the Wells, was expressing his willingness to build a seven-master; while in December the "Nautical Gazette" ran an article by Theodore Lucas comparing features of wooden and steel steamers and schooners, and containing a proposal for a steel eight-masted schooner 400 x 52 x 30 feet.

In February 1901 the "Marine Review" carried a story that a wooden seven-masted schooner 335 x 54 x 32 was to be built of local timber at Franklin, Maine, on Frenchmans Bay, by J.P.Gordon, at a cost of $155,000. Capt. Orlando Foss was named as master and ¼ owner, with Crabtree & Havey, Dunbar Bros., and Gordon taking the other three quarters. This seems to have been an elaborate spoof, since neither Gordon nor Crabtree & Havey had previous experience with anything over 400 tons; the largest vessel built on Frenchmans May in 1901 was an 11-ton sloop.

Lucas's proposals nevertheless appear to have reached sympathetic ears, since in 1901 Captain John G.Crowley, managing owner of the WELLS, had Bowdoin B.Crowninshield proceed with a design for a steel seven-master. Invitations for bids were circulated in the spring; the contract was awarded to the Fore River Ship & Engine Building Company of Quincy, Mass., and her keel was laid in 1 November 1901. Her building attracted nearly as much attention as that of the GREAT EASTERN or the QUEEN MARY. She was launched on 10 July 1902 and delivered in September. The THOMAS W.LAWSON, as she was named after a 'frenzied financier' of the day, measured 375.6 x 50 x 23.9 feet, 5218 tons gross, 4914 net, and once carried 9200 tons (probably short tons) of coal.

There is a prevailing impression nowadays that the LAWSON was a failure, or that she completed only one voyage; but the facts seem to be that after a few not unsuccessful months in the coal trade she was chartered to the Sun Oil Company to carry Texas crude from the Sabine Pass to the Marcus Hook refinery below Philadelphia. This entailed sending down her topmasts and handling her under tow.

After four years in this presumably remunerative trade she was loaded with lubricating oil for London, and, her topmasts replaced, she went across under sail alone. Her captain tried to ride out a storm at anchor at the Scilly Islands, but she dragged ashore and became a total loss, along with most of her crew, on 13 December 1907.

No other seven-master has ever been built. In 1941, K.M.Walker of San Diego, who was working on the plans to convert the gambling barge STAR OF SCOTLAND to a schooner, told us that if he did the work on the TANGO he would make her a seven-master. He had first drawn up the STAR OF SCOTLAND as a gaff-headed five-master, but later changed her to a jib-headed six-master. However, another designer did the conversion of TANGO, and she also became a six-master, a bald-header with gaffs.

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RUSSIA'S NEW SAILING VESSELS

One of the most interesting post-war developments in the sailing ship field is the building of a large fleet of wooden sailing vessels in Finland as reparations for Russia. It is reported that a total of 90 is to be turned out.

Although these vessels have auxiliary diesels, they have complete rigs. Some that we have seen pictures of are Marconi schooners, three-masted, with a square yard on the fore. Others are barkentines, with five yards on the foremast and gaffs on the other two.

There is a certain amount of mystery clinging to these craft, since they are not listed in "Lloyd's Register", nor do the shipping papers report their movements. Numbers of them have been making their way out from Finland to Russian Pacific waters, some via Suez, others via Panama. Several have put into San Pedro, California for voyage repairs, and Irving Johnson reports having seen four barkentines at Colon in December 1947 or January 1948.

No large numbers of such vessels were in use in Siberian waters before the War, so far as we know, and their future employment is something of a puzzle. They do not appear to be manned on the training ship scale.

Two such schooners, named KALMAR and KORALL, were at San Pedro in 1947. A barkentine was in Long Beach in January 1948, but the Press-Telegram failed to report her name. There were four at San Pedro in June 1948 (perhaps the quartet seen at Colon), and in an erudite discussion the San Pedro News Pilot concluded that although the papers of one called her a "brigantine", her rig, part schooner and part brig, was technically that of a "hermaphrodite brig."

Others of these named in reports are called JEMCHOOG, MIDIJA, UMBA, AKTINIA, and SEKSTAN. Any reader of LOG CHIPS knowing the names of others, or anything of their movements and vocation, is urged to pass on the information to us.

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THE NAVAL HISTORICAL FOUNDATION

The Naval Historical Foundation is an organization concerned with preserving the history of the American Navy. Working closely with the Navy Department, the Foundation has assembled a large collection of paintings, models, relics, and documents, most of which (for want of a suitable place to display them) are now housed in old powder magazines at Fort Washington.

In May 1948, however, it was announced that the Foundation had obtained the lease of part of the buildings attached to Decatur House in Jackson Place, Washington, D.C., from Mrs. Truxton Beale. A fund drive has therefore been organized to raise the cost of converting the structure to a museum.

LCdr Edward M.Davis III USNR was ordered back to active duty in January to serve in the dual capacity of Curator of the Navy Department and Director of the Truxton-Decatur Museum, as it is to be called. Since Davis is an architect by profession, and has had considerable museum experience (as well as serving as commanding officer of a repair ship in World War II), it is to be expected that the new museum will avoid the display of pious junk that now characterizes the Naval Academy Museum.

Membership in the Naval Historical Foundation is open to all who are interested in its field. Particulars are available from the Secretary, A.D.Turnbull, 2300 Q Street NW, Washington, D.C.

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MERCHANT MARINE PAY vs. NAVY PAY

The February issue of the Naval Institute Proceedings finds its editors in hot water concerning some of their statements about the pay of merchant seamen in war zones. Having some experience in both services, we were of the definite impression that a given ship, under war conditions, is manned much more cheaply with a civilian crew than with a Navy crew.

Wishing to obtain official figures on this problem, we wrote our Congressman, who sent us the Congressional Record for 15 June 1948. On pages 8450 and 8451 are tables giving the average wage bills of Navy-manned and civilian-manned Liberty ships in the Pacific war zone in 1944.

Here is a brief summary:

Navy-manned Liberty (AK)

13 officers and 154 men....$25,516 per mo.

Civilian-manned Liberty

43 officers and men..... 14,873

27 in Armed Guard (Navy)... 3,868

TOTAL.....$18,741

These figures alone should (quoting Congressman Bradley) "thoroughly dispel the illusion of extraordinarily high pay for the merchant seaman during the war".

However neither "longevity pay" nor officers' "allowances" have been included in the Navy pay figures. These will raise the monthly pay bills to about $27,000 in the AK, and $19,000 in the merchant Liberty.

A further computation of the ultimate cost to the taxpayer must take into account the fact that the U.S.Treasury collected income tax on the civilian's pay, but none on the pay of enlisted men, nor on the allowances or first $1500 of base pay of officers.

NEWS AND NOTES

SAILING SHIP NEWS

(With thanks to Giles M.S.Tod)

ALMIRANTE SALDANHA, Braz.aux.4m.sr.sch., 6 Dec.1948 arr Malta.

AMANDA F.LEWIS, m/v (ex pungy built in 1884 and converted to power in 1939), Nov.1948 developed engine trouble en route Port au Prince from Miami; towed in by m/v BRESLE.

DANMARK, Dan.tr.ship, 27 Dec.1948 sailed Cape Town for St.Helena.

ERNESTINA, sch.(ex EFFIE M.MORRISSEY), 22 Dec.left St.Vincent for Praia.

J.T.WING, Canad.3m.sch., 24 July 1948 moved to permanent berth on Canadian side of Belle Isle as museum and clubhouse of Detroit Marine Historical Society. (She was built at Weymouth, N.S. in 1919 as CHARLES F.GORDON; later J.O.WEBSTER and OLIVER H.PERRY; 431 tons.)

MAJ, Finn.m/v.(built Phippsburg, Maine, 1909 as 3m.sch RICHARD W.CLARK), 16 Jan.badly damaged by explosion and fire off Aaland.

MOSHULU, Finn.4m.bk., 27 Oct.1948 left Bergen in tow JASON for Stockholm, to serve as grain storage hulk.

PAMIR, Finn.4m.bk., scheduled to drydock 10 Jan.at Wellington, before proceeding to Spencers Gulf to load wheat.

PASSAT, Finn.4m.Bk., 26 Nov.towed from Avonmouth to Port Talbot for docking; 18 Dec.sailed for Port Victoria.

PASS OF BALMAHA, Am.ship, later S.M.S. SEEADLER. Count Felix von Luckner, her World War I commander, now visiting America, reported in a radio interview (5 Jan.) that she was armed with a gun made in 1864, firing black powder, as smokeless powder could not stand up in the tropics.

SANTA CLARA, Cuban 3m.sch.(ex-MACLEAN CLAN ex-IRENE MYRTLE ex-MACLEAN CLAN), This vessel, which served in the U.S. Navy in World War II as the Q-ship IRENE FORSYTE, has not been reported for a year or more. Can any reader bring us up to date on her?

VIKING, Finn.4m.bk., for sale at Antwerp for a reputed $200,000.

WESTWARD, aux.4m.sch.(built in Denmark in 1920 as DANEFOLK), currently for sale under the name BADGER. Once fitted out as a cruising yacht, and later owned by the donor of the North Atlantic "Blue Ribbon", she was an officers' accommodation ship during the War and is now in Danish waters.

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Although we do not generally list the contents of "Mariner's Mirror" in this section, we would like to draw the attention of our readers to the article "Some early British tea-clippers" by D.R.MacGregor in the April, July, and October 1948 issues. It covers the period 1833-1854 in great detail, and with uncommon precision. A valuable feature of the paper is a list of building places and dates of all ships mentioned.

NEWS AND NOTES

THE "AMERICAN NEPTUNE"

There is included with this mailing of LOG CHIPS a leaflet describing the "American Neptune". Most of our readers are already familiar with this journal, but they may have overlooked the appeal in recent issues for an increase in circulation, to offset rising production costs.

Those who are not now subscribers are urged to consider seriously the desirability of becoming so; while those who are already enrolled are earnestly requested to pass on the enclosure to a like-minded acquaintance, or to their local public library or yacht club, with a favorable recommendation.

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THE AMERICAN EDITION OF "SEA BREEZES"

The first two issues of the new "Sea Breezes" have been received in this country. The January number has three very fine photographs of the bark KAIULANI, taken by Karl Kortum, while the main feature of the February number is the first installment of the reminiscences of days in sail by Captain Robert Montgomery of Vancouver, B.C.

The subscription price of the American Edition of "Sea Breezes" is $3.00 per year (two volumes). It is published at 17 James Street, Liverpool 2, England, and the Editor is L.G.Fay.

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THE "NAUTICAL RESEARCH JOURNAL"

January saw the circulation of the first number of the "Nautical Research Journal", which is published quarterly by the Nautical Research Guild in combination with the concurrent issues of the "Secretary's Monthly Letter".

Harry D. Hamilton, 15004 E.Granada Ave., Whittier, California, is now Secretary-Treasurer of the Guild.

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ANOTHER LARGE CATBOAT AND SLOOP

Mention of the big catboat CLEOPATRA (p.12) recalled to a reader the catboat LILLIAN, reputedly a 50-footer, which worked as a party boat out of Nantucket and Wauwinnet 15 years ago. LILLIAN was built at Hyannis in 1888 and then measured 8 tons, 29.6 x 14 x 4.6. In 1915 she was lengthened to 38.5 x 14.8 x 3.6, increasing her tonnage to 12, and was given a motor. She is listed as scrapped in 1943.

W.H.Rowe's "Maritime History of Maine", just published, mentions another big stone-carrying sloop, M.M.HAMILTON, built at Harpswell, Maine, in 1869, and owned for many years by J.F.Hamilton of Portland, Maine. She grossed 111 tons, and measured 84.8 x 26.2 x 7.2 feet.

Giles Tod reminds us that the full name of the sloop BALDWIN, mentioned on p.12, was ALBERT BALDWIN.

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IRISH PENNANTS

BUTESHIRE (p.24) was a 4m.bark, not a ship, as several readers have pointed out. We have not been able to check her listing in 1889 Lloyd's Register, but our recollection is that it calls her a "ship" without specifying the number of masts.

BUCKINGHAM (p.23) was called OTTAWA between BERTHA and FLYING CLOUD. Capt. P.A.McDonald reports that when he was in her in 1918 certain fittings pointed to her having been a 4m.ship; but the launching story in 1888 says quite definitely that she was square-rigged on three masts only.

Giles Tod has furnished the pedigree of the dude-sailer MABEL (p.13). She was built at Millbridge, Maine, in 1881, 40 tons.

Andy Nesdall reminds us that the mainmast, not the mizen, of MORNING STAR (p. 14) was her smoke stack.

Lieut.Parker sends the following information from the N.Y.Maritime Register of a schooner not in our 1916 list: 4m.sch.MADELINE SHIRLEY LORD, built Noank, Conn., by U.S.Steamship Co.; launched 3 March 1916; managing owner, Harry S.Lord, Boston; Capt.Alex.Cox; 205 x 34½ x 17; capacity 1500-1600 tons; leaves later this month to load for Sweden. (14 March 1916)

Now, according to the Record of the American Bureau for 1918, the schooner JULIA LOFT was formerly MALLYN SHIRLEY LORD; she measured 205.9 x 34.5 x 19, and she was built at Noank (LGTC), but not until April 1917.

Were there two vessels, or are these one and the same?

Frank W.Thober sends some additional name changes for the 1886 U.K.list (p.7-8):

ESKASONI	renamed	PROTECTOR
HOLYROOD	"	BIAGIO O.; EDON
WAYFARER	"	TASMANIA
GILCRUIX	"	PACIFIQUE
RAHANE	"	HELENE
MARION INGLIS	"	MARION
KINFAUNS	"	SAN JOSE

FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST, continued:

NAME	Gross Tons	Signal Letters	Year 1920, contd. Place built	Builders
SPINDRIFT	720	LWFB	Machias, Maine	Job Shipbuilding Co.
ALBERT D. CUMMINS	1163	LWJB	Beaumont, Texas	Beaumont S.B. & D.D.Co.
MAURICE R. THURLOW	1270	LWNM	Stockton Springs, Me.	Stockton Yard Inc.
TOLINA	913	LWNP	Linoleumville, N.Y.	Carteret Ferry Corp.
BLANCHE C. PENDLETON	880	LWPD	Belfast, Me.	Pendleton Bros. Inc.
MARIE R. CUMMINS	1167	LWRV	Beaumont, Texas	Beaumont S.B. & D.D.Co.
JAMES W. HOWARD	1655	LWVM	Boothbay Harbor, Me.	Atlantic Coast Co.
ELIZABETH FREEMAN	1665	MBJF	Thomaston, Maine	Atlantic Coast Co.
JAMES S. HAMLEN	1138	MBNS	South Portland, Me.	Cumberland S.B.Corp.
(renamed Estonian JAAN, 1934)				
T.N.BARNSDALL	1309	MBSW	Camden, Maine	Robert L. Bean
(renamed HAROLD G. FOSS)				
JOSEPHINE A.McQUESTON	1607	MBWS	Rockland, Maine	Francis Cobb S.B.Co.
ZEBEDEE A. CLIFF	1361	MCBV	Boothbay Harbor, Me.	East Coast S.B.Co.
MABEL A. FRYE	1151	MCDG	Harrington, Me.	Frye Flynn Co.
TREMONT	979	MCFV	Somerville, Mass.	Mystic River S.B.Co.
ATLANTIC COAST	1643	MCHN	Thomaston, Mass.	Atlantic Coast Co.
			1921	
ALCAEUS HOOPER	1305	MCFR	Stockton Springs, Me.	Stockton Yard Inc.
JOSIAH B. CHASE	1661	MCHP	Boothbay Harbor, Me.	Atlantic Coast Co.
(renamed Estonian MIKHEL, 1934)				
PHOEBE CROSBY	1048	MCJB	Richmond, Maine	Crosby Navigation Co.
LAURA ANNIE BARNES	698	MCWL	Phippsburg, Maine	F.S.Bowker & Son

Three-masted schooners built on the East Coast, later rerigged with four:

HERALD	500	JTVS	1883 Belfast, Me.	Brown & Donald
CARRIE A. LANE	800	KDQW	1887 Bath, Maine	A.Sewall & Co.
LILLIAN E. KERR	548	MBQS	1920 Pocomoke City, Md.	E.James Tull

Four-masted barkentines built on the East Coast, later rerigged as schooners:

JAMES W. ELWELL	1192	KLMV	1892 Kelley Spear Co., Bath, Maine
JOSEPHINE	940	KMQT	1896 McDonald & Brown, Belfast, Me.
HERDIS	1220	LGQH	1917 Richard T. Green Co., Chelsea, Mass.
REINE MARIE STEWART	1307	LVBQ	1919 Dunn & Elliott, Thomaston, Maine.

Auxiliary five-masted barkentine rerigged as four-masted schooner:

CITY OF HOUSTON (JESSIE BOUNDS) 1519 1917 International S.B.Co., Orange, Texas
(as JESSIE BOUNDS was 1400 tons gross and had no signal letters)

Barks rerigged as four-masted schooners:

C.P.DIXON	728	JVDH	1881	J.Y.Cottrell, Belfast, Me.
AMY (rn MAUD B. KRUM)	700	KBQS	1883	Goss & Sawyer, Bath, Me.
HOLLISWOOD	1141	KLNM	1893	J.M.Brooks, Boston.
W.H.FREDSON (ex VESTA)	654	JVWQ	1866	Jacobstad, Russia
CECILIA M.DUNLAP (iron)	835	LHCJ	1876	Whitehaven S.B.Co.,Eng.(ex-PARKNOOK)

Four-masted schooners built in the Maritime Provinces of Canada, based on a compilation by Lieut. W.J.L.Parker USCG. Those for which signal letters are given were later under United States registry:

URUGUAY	726		1889 Windsor, N.S.	Shubael Dimock
GYPSUM EMPRESS	779	LFGR	1892 Horton, N.S.	J.B.North
GYPSUM EMPEROR	744		1892 Parrsboro, N.S.	D.S.Howard
H.J.LOGAN	847		1902 Parrsboro, N.S.	D.S.Howard
A.F.DAVISON	604		1909 Annapolis Royal NS,	F.W.Pickels
ADA TOWER	573		1916 Port Greville, N.S.,	G.M.Cochrane

Canadian-built four-masted schooners, continued:

			1917	
LETITIA L. MACKAY	628		Meteghan, N.S.	D.H.MacDonald
LEWIS BROTHERS	728		Sheet Harbor, N.S.	Lewis Hardwood Co.Lim.
REBECCA L. MACDONALD	842		Meteghan, N.S.	
			1918	
ARTHUR H. ZWICKER	574		Chester Basin, NS.	Chester Basin S.B.Co.Lim.
CAMBRAI	557		River John, N.S.	Mackenzie Shippg.Co.Lim.
CASHIER	709		Sheet Harbor, N.S.	J. Lewis & Son
DORNFONTEIN (Auxiliary)	771		St.John, N.B.	Marine Const.Co.Lim.
(rebuilt Dennysville, Maine, 1919 as NETHERTON, 755 tons, LTMH)				
EDGEWOOD	792		Quebec, P.Q.	Quebec S.B.& Repair Co.
EUGENIE OWEN MACKAY	601		Diligent River, NS	Pugsley & Robinson
FREIDA E.	720		Port Greville, NS.	G.E.Wagstaff
GOVERNOR PARR	972		Parrsboro, N.S.	W.R.Huntley & Son
JESSIE LOUISE FAUQUIER	1035		Hantsport, N.S.	Fauquier & Porter
(renamed AVON QUEEN)				
MARGARET F. DICK	1054		Hantsport, N.S.	Fauquier & Porter
			1919	
ADAMAC	562		Advocate N.S.	T.K.Bentley
(renamed CITTA DI GENOVA; later ALMA)				
BESSIE A. WHITE (Aux)	694		Alma, N.B.	C.T.White & Son Lim.
BREAKERS (rn BALSA)	557	LVBS	Yarmouth, N.S.	Scotia S.B.Co.
CHARLOTTE COMEAU	779		Little Brook, N.S.	I. Comeau
CUMBERLAND QUEEN	682	MKFD	Diligent River, NS	C.Robinson
(renamed EMERETT)				
CUTTY SARK	686		St.John, N.B.	New Brunswick S.B.Co.Lim.
EDWARD A. COHAN	664		Rexton, N.B.	A.B.Mackay
GEORGE MELVILLE COCHRANE	886		Port Greville, NS.	K.Cochrane
HARRY A. McLENNAN	713		Campbellton, N.B.	McLennan Fndry & Mch.Wks.
HOLMES, A. FRANK	700		Nordin, N.B.	Miramichi Const.Co.Lim.
HUNTLEY (auxiliary)	607		Scots Bay, N.S.	D.A. Huntley
RANDFONTEIN (steam aux)	1254		St.John, N.B.	Marine Const.Corp.Lim.
(renamed COBO)				
SUSAN CAMERON	601		Tusket, N.S.	W. McNeil
W.H.EASTWOOD (auxiliary)	400		Liverpool, N.S.	Nova Scotia S.B.& Trans.Co
			1920	
LEON L. (auxiliary)			Sorel, P.Q.	Transptn.& Shipp.Co.Lim.
WHITEBELLE	615		Parrsboro, N.S.	W.R.Huntley & Son.

Four-masted schooner built in the West Indies:

MARIE J. THOMPSON	696		1921 Harbour I., Bahamas,	W.E.Roberts

Foreign-built four-masted schooner later owned on the East Coast:

MARGARET (ex ABRAHAM)	315	KMVG	1893 Windau, Russia.	Morgenstern

In addition to the above, quite a few four-masted schooners built on the Pacific Coast were brought around to the East Coast, particularly in the period 1919-1923. Most of these were operated out of Mobile. A complete list of West Coast-built four-masters will appear soon in LOG CHIPS.

ADDENDA-- Beside SUSIE M. PLUMMER, noted on p.16, the following should be added to the basic list of East Coast four-masters:

SARAH E. PALMER	1225	KLVT	1894 Bath, Maine	N.T.Palmer
SARA E. TURNER (aux)	739	LJWM	1916 Westlake, La.	Clooney Const.& Towg.Co.

ERRATA-- KHSF (p.18) should be HORACE W.MACOMBER; KJTC, MATILDA D. BORDA. KPLC (p.20) PENDLETON BROTHERS was built by Carter Brothers; F.C.Pendleton built the second of that name, KSQW, p.31. (Thanks to F.W.Thober for these corrections).

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1891
(arranged by builders)

Name / Later names	Rig	Gross	First owners / Year / Later owners	Dead-weight
C. S. Swan & Hunter, Wallsend-on-Tyne				
FLOTTBEK	Ship	1989	Knöhr & Burchard, Hamburg	----
S. P. Austin & Son, West Dockyard, Sunderland				
CARADOG	Bark	1445	W. Morris & Co., Aberystwyth	----
John Blumer & Co., North Dock, Sunderland				
J.W.BURMESTER	Bark	1299	Herman Burmester, Hamburg	----
SYVSTJERNE			1915 Herman Jacobsen & Co., Sarpsborg, Norway	
FREDRIKSSTEN			1916 August F. Christensen, Oslo, Norway	
KRONPRINDS FREDERIK	Bk.	664	C.H.Nielsen, Nordby Fanø, Denmark	1000
KRONPRINDSESSE LOUISE	Bk.	665	C.H.Nielsen, Nordby Fanø, Denmark	1000
AALBORG	Bark	666	N.H.Svarrer, Nordby Fanø, Denmark	1000
WISCOMBE PARK	Ship	2228	George Windram & Co., Liverpool (Compl.1892)	----
EDOUARD BUREAU			Bureau Freres, Nantes	
GREIF			Germany	
HERTHA	Bark	666	O.Hirth, Nordby Fanø, Denmark (Compl.1892)	1000
William Doxford & Sons, Lim., Pallion, Sunderland				
HONRESFELD	4m.Bark	3045	J.Joyce & Co., Liverpool	
NATION	4m.Bark	2540	W. Thomas & Co., Liverpool	
REPUBLIC	4m.Bark	2540	W. Thomas & Co., Liverpool	
DOMINION	4m.Bark	2539	W. Thomas & Co., Liverpool	
MANCHESTER	4m.Bark	3046	J.Joyce & Co., Liverpool (Completed 1892)	
William Pickersgill & Sons, Southwick, Sunderland				
CELTIC QUEEN	Ship	1830	R. Hughes, Jones & Co., Liverpool	----
DOVENBY	Bark	1653	P. Iredale & Porter, Liverpool	2550
VERBENA	Ship	1821	J. Bell & Son, Liverpool	----
CELTIC RACE	Ship	1874	R. Hughes, Jones & Co., Liverpool	3000
CONCORDIA			Stranger & Co., Christiania, Norway	
Robert Thompson & Sons, Southwick Yard, Sunderland				
ERNA	Bark	1076	A. Schiff, Elsfleth, Germany	
LORELEY	Bark	1076	J.D.Ahlers, Elsfleth, Germany	
SAN GUISEPPE			A. Corrado, Genoa, Italy	
EULOMENE	4m.Ship	2725	H. Fernie, Liverpool	
LOTA	Bark	1367	Turner, Edwards & Co., Bristol	
WINDRUSH	Bark	1532	R.H.Gaynor, Sunderland	
Richardson, Duck & Co., South Stockton-on-Tees				
OWENEE	4m.Bark	2432	F.C.Mahon, Windsor, Nova Scotia.	3700
ORTINA SHELL (motor tanker) 1917				
MUSKOKA	4m.Bark	2357	F.C.Mahon, Windsor, Nova Scotia	3550
CAROLINE			A.D.Bordes & Fils, Dunkirk	
Southampton Naval Works, Southampton				
FJELD	Ship	2119	A.Monsen, Tønsberg, Norway	
DALGONAR	Ship	2665	Gracie, Beazley & Co., Liverpool (Completed 1892)	
C. Hill & Co., Bristol				
GLADYS	Bark	1363	Builders	
GAPER SHELL			Anglo-Saxon Petroleum Co.	

UNITED KINGDOM LAUNCHINGS, 1891, continued.

Milford Haven Shipbuilding Co.(T.R.Oswald), Milford Haven.

DITTON	Ship	2901	R.W.Leyland & Co., Liverpool	4400
NORDFARER			1911 Carl Bech & Co., Tvedestrand, Norway	
BRAGDØ			1917 Christiansands Shipping Co., Christiansand	
WINDERMERE	4m.Bark	3050	Fisher & Sprott, London (Completed 1892)	4500
PAUL RICKMERS				

R. & J. Evans & Co., Brunswick Dock, Liverpool

CORDOVA	(Iron) Bark	1148	Samuel Wakeham & Son, Liverpool	

W. H. Potter & Sons, Queens Dock, Liverpool

FORTEVIOT	4m.Bark	3080	Macvicar, Marshall & Co., Liverpool	4900
WERNER VINNEN			1911 Segelschiff Werner Vinnen GmbH, Bremen	
YAWRY			1914 British Government (prize)	
BELLANDS			1917 Tho. Bell Lines Lim.(J.Bell Jr.), Hull	
WANDERER	4m.Bark	2903	Builders	4550

T. Royden & Sons, Queens Dock, Liverpool

LATHOM	4m.Bark	3082	Macvicar, Marshall & Co., Liverpool	----
BERTHA			D.H.Wätjen, Bremen	
ALCEDO	4m.Bark	2470	J.R.Haws & Co., Liverpool	3700
ALSTERSCHWAN			A/G Alster, Hamburg	
BARTHOLD VINNEN			1913 F.A.Vinnen & Co., Bremen	

Williamson & Son, Workington

PENDRAGON CASTLE	4m.Bk	2510	James Chambers & Co., Liverpool	3800
LISBETH			H.H.Schmidt, Hamburg	
VORTIGERN	4m.Bark	2529	Brown, Jenkinson & Co., London	----
HEBE			Rederi A/G von 1896, Hamburg	
CONTRAMAESTRE DUENAS			Peruvian Covernment Naval School, Callao	

Ritson & Co., Maryport

AUCHENCAIRN	4m.Bark	2040	Builders	
NOMIA			Rederi "Visurgis" A/G, Bremen	

Ardrossan Shipbuilding Co.Lim., Ardrossan

HIROTHA	Bark	540	A. & F. Smith, Tvedestrand, Norway	850
MARJORIE CRAIG				
MARJORIE				
MARTHA BOCKHAHN	Bark	778	H. Bauer, Rostock, Germany	1200
ANNA L. (Steel & Iron)		Bk.483	C.Bech, Tvedestrand, Norway (Completed 1892)	

Russell & Co., Port Glasgow and Greenock. Greenock yard.

EARL OF DUNMORE	4m.Bk.	2287	J.D.Thompson, Glasgow	3600
SPARTAN			1911 Carl Bech & Co., Tvedestrand	
LINDFIELD	4m.Bark	2280	Shaw, Savill & Co., London	----
MAYFIELD	4m.Bark	2285	Shaw, Savill & Co., London (Completed 1892)	----
ASHBANK	4m.Bark	2292	A. Weir, Glasgow	4000
CENTURION	Ship	1828	W. Thomson & Co., Liverpool	2850
ANCAIOS	Ship	1826	W. Thomson & Co., Liverpool	2850
RAVENHILL			J. Porter, Liverpool	
WILLIAM LAW	Ship	1774	W. Law & Co., Yarmouth, Nova Scotia	2850
HILBRE				
BUENOS AIRES			B.Scotto Lochiancha, Naples	
KENSINGTON	Ship	1725	Campbell, Finlay & Co., Greenock	2850
FANNY	Ship	1735	H.N.A.Meyer, Hamburg	2820
CARNEDD LLEWELYN	Ship	1726	Roberts, Rogers & Co., Liverpool	----

(to be continued)

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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LOG OF A TRIP DOWN EAST, CONCLUSION -- FROM SEARSPORT TO HOME

At her home in Searsport, Mrs. Lincoln Colcord has her husband's fine library of nautical books, and two half models: the bark B.COLCORD, built at Searsport in 1851, and the topsail schooner MEXICAN, 117 tons, built at Millbrook, Maine, in 1835.

From Searsport, we retraced our course back up U.S.1. At Camden, we found all Captain Frank Swift's fleet of dude sailers, as listed on p.13 of LOG CHIPS, as well as the schooner MAGGIE. "Cattle boats" the natives call these now, we were told. The MABEL (p.56) now is a mastless hulk. Also in port with a load of stone was the PROGRESS, built at Deer Isle, Maine, in 1922 as a schooner, but now a full-powered motorship out of Stonington, Maine.

We took a side trip at Rockland, going down to Owls Head (where the half-brig NEWSBOY was built), which can be regarded as the western headland of Penobscot Bay.

Back in Bath, we dropped down to Phippsburg, where an old brick store building still marks the site of C.V.Minott's shipyard, and then looked up Walter H. Bowker in Bath. Mr. Bowker, who at 74 is the last of the Kennebec wooden shipbuilders, told us something of the art of schooner building, which he and his father carried on from 1890 to 1921 at Phippsburg.

Commenting on how few builder's models are left, he remarked how a single model might serve for a great many vessels of various size. Once a satisfactory design was found, the model could be lengthened by adding more frames amidships in the dead flat -- the "bullseye", he called it-- or deepened by extending the top timbers. Once molds were worked up, they were not uncommonly passed around among different builders to save further mold-loft costs. During World War I Mr.Bowker worked out molds that were shipped to ports as far apart as Boothbay and Mobile, and he still owns a set in an attic at Phippsburg, from which Fields Pendleton built a schooner after World War I.

Continuing west, we found the Newburyport Historical Society closed for the winter. At the Public Library are a fine modern rigged model of the packet DREADNAUGHT (suffering a little from too much steam heat), an unidentified builder's model, and the half model of the bark HELLESPONT, built at Newburyport in 1865 by John Currier 3d. There is a large marine painting in the Library, which was described to us as "CONSTITUTION vs GUERRIERE", but which proved on closer inspection to be a bark-rigged steamer of the early 1850's taking off the people of an emigrant ship after a collision.

Back at Gloucester, we found a hulk in the Annisquam Canal, which could only be the remains of the big sloop ALBERT BALDWIN, but although one can still walk on her deck, there is not much left of her. In Gloucester Harbor was the schooner EXPEDITION, built at East Boothbay in 1901 as SADIE M.NUNAN, an old-timer with a clipper bow.

At this point we struck inland, so that the girls (two of whom had just flown over the Rocky Mountains) could see the Berkshires. First stop on the way was at Andover, where the Addison Gallery of Art at Phillips Academy has a notable collection of ship models. All to the scale of 1/48, these models are intended to represent the history of the American merchant marine, and a good job of it they do with a minimum of relics to bewilder the viewer. There is a splendid four-masted schooner, the Kennebunkport-built SAVANNAH of 1901, but the caption on FLYING CLOUD should be changed to show that her 89-day passage was from New York to San Francisco and not the other way. A noticeable gap in the collection is any representative of

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the early 18th Century, and we suggest to the Gallery that they reproduce the Portsmouth AMERICA at 1/48 scale, rig her, and add her to their display.

Pushing on, we reached tidewater again on the left bank of the Hudson, not far above Hyde Park. The Franklin D. Roosevelt Museum and the Roosevelt mansion between them have a fine collection of naval prints, but the models in the Museum were a disappointment. Roosevelt evidently was a bargain-hunter, and collected with an uncritical eye: for example there are three HARTFORDs, all differing in important details. Perhaps the best model of the lot is a crooked-stern junk (a gift from China).

We crossed the Hudson at Poughkeepsie, and ran down the right bank to West Point. One of the principal Maritime Commission lay-up grounds is along here, and it is amusing to see the number of tourists stopping for perhaps their first look at a seagoing ship, and hitting the jackpot by seeing several hundred at once. Renters of binoculars seem to be doing a brisk business.

Our route now took us across northern New Jersey; Bucks County, Pa.; through Philadelphia; and toward Baltimore. Beached at Havre de Grace, Maryland, but still rigged and in good shape is the three-masted "ram" GRACE G. BENNETT, built at Bethel, Delaware, in 1893.

At Baltimore we found laid up the two-masted schooner NORTHERN LIGHT, which was built for Arctic voyaging at Oakland, California, in 1927 for John Borden of Chicago. Fort McHenry is well worth a visit, for beside a splendid view of the harbor, there are to be seen a lot of post-Civil War ordnance, a good exhibit of small arms, and a museum whose nautical exhibits consist of a photostat of the sail plan of the three-masted schooner FLYING FISH (1805) and some relics.

We were now an hour's drive from home, and after a quick look at Annapolis we rolled back toward Washington, to rejoin the ranks of the bureaucrats.

*****

THE SHIPBUILDERS OF HUMBOLDT BAY

This series will be resumed in an early issue of LOG CHIPS. We are now working on a compilation of the vessels built by H.D.Bendixsen and the Bendixsen Shipbuilding Company, numbering well over 100 vessels, and will follow it with an account of the Rolph Shipbuilding Company.

THE GRAND BANKS SCHOONERS OF PORTUGAL

We recently saw a copy of "Journal do Pescador" of Lisboa, from which we learned that now building at Deest, Holland, for Portuguese owners is an auxiliary schooner of 950 tons to be named SANTO ANDRE. A Grand Banks codfisher, she will be the largest of her kind in the world.

In the same issue are photos of 15 of the sailing vessels and auxiliaries now operating out of Aveiro, Porto, and Figueira da Foz to Newfoundland waters. A couple appear to be new vessels not listed in "Lloyd's Register". Except as noted all the following are fully rigged with topmasts and bowsprit:

ADELIA MARIA, four-masted auxiliary (baldheaded knockabout). Owned by J.M. Vilarinho of Aveiro.

ANA MARIA, three-masted schooner. As ARGUS, built at Dundee, Scotland, in 1873. Wood; 271 tons.

AVIZ, auxiliary four-masted schooner, 523 tons, built of wood at Aveiro in 1939.

CONDESTAVEL, four-masted auxiliary (baldheaded knockabout). Owned by Cia. de Pesca Transatlantica, Porto.

CRUZ DE MALTA, auxiliary three-master. Built at Aveiro in 1921; wood; 296 tons.

ILHAVENSE 2°, auxiliary three-masted schooner, built of wood at Aveiro in 1918; 284 tons.

INFANTE DE SAGRES TERCEIRO, wood auxiliary three-masted schooner, 329 tons, built at Nazare in 1921.

JULIA I, three-masted schooner, 250 tons, rebuilt at Figueira da Foz in 1894; wood.

JULIA QUARTO, auxiliary three-masted schooner, built of wood at Figueira da Foz in 1915; 260 tons.

LABRADOR, wood auxiliary three-masted schooner, built at Korsør in 1919 as SKJOLD (later LYDIA). 307 tons.

NAVEGANTE SECONDO, wood auxiliary three-masted schooner, built in 1912 at Fao; 298 tons.

NOVOS MARES, wood auxiliary four-masted schooner; built at Aveiro in 1938; 434 tons. (ex VOADOR)

PACOS DE BRENDAO, wood three-masted schooner, built at Marystown, Newfoundland, 1920, as GENERAL RAWLINSON; 213 tons

SANTA ISABEL, wood auxiliary three-masted schooner, built in 1929 at Aveiro; 345 tons.

SENHORA DA SAUDE, aux.4m.sch., built 1920 at Nordby Fanø as HELGA; 427 tons; wood.

THE CLOONEY CONSTRUCTION & TOWING Co.

In working out the list of four-masted schooners just completed in LOG CHIPS, we ran across a couple of vessels built by the Clooney Construction & Towing Co. of Westlake, Louisiana, whose status -- whether schooner or barge -- seemed in doubt. Pursuing further, we have the following list of hulls turned out at this shipyard between 1915 and 1920:

Name	Rig	Tons
	1915	
ANKLA	Schooner-barge	285
VASKA	Schooner-barge	285
	1916	
W. E. MAXSON	Barge	945
GEO. T. LOCK	4m.Schooner-barge	801
SARA E. TURNER	Auxiliary 4m.Sch	739
T. G. POWELL	Gas screw	142
TAMBOYACHE	Steam stern-wheel	185
VERDA E. TURNER	Auxiliary schooner	449
	1917	
A. H. OLWINE	2m.Schooner-barge	1077
ALLA G. TURNER	Auxiliary 4m.Sch	677
HELLAS	3m.Schooner	581
IRMA	3m.Schooner	614
JAMES M. HUDSON	Barge	1011
N. E. TURNER	Auxiliary schooner	724
PACIENCA	Steam stern-wheel	313
	1918	
COL. KEITH	2m.Schooner-barge	884
	1919	
JESSE C. BARBOUR	Schooner	1908
MAJOR SLACK	Steam stern-wheel	183
	1920	
PANUCO	Steam stern-wheel	433

The trades for which the various barges and schooners were built are not easy to determine at the present time. IRMA and HELLAS seem to have been sea-going vessels, built for the American Cargo Transport Co. of Lake Charles and New York City. W.E.MAXSON was owned by her builders.

GEO T.LOCK was owned by the Aiken Tow-boat & Barge Co.of Pensacola, as mentioned in the story following this. OLWINE and HUDSON were owned by the Eastern Transportation Co.of Wilmington, Del., and classed for coastwise towing only.

COL.KEITH was owned by the Gulf Export & Transportation Co.of Port Arthur. JESSE C. BARBOUR we have not yet traced. The four TURNER's seem to have been built for the Vinegar Bend Lumber Co.of Mobile, but changed hands rapidly when new.

In amswer to a question concerning these vessels, a Gulf shipping man wrote us as follows:

"Do not worry about those Westlake barges and so-called schooners, since they were as much like a schooner as a hog would be like a race horse. All the TURNER's were bald head schooners with power in them, and they had lots of trouble getting their bows down. The rest were barges, and were handled for a while by John A. Merritt & Co.

"I happened to write Clooney one time about building for me, but he would only quote on his own plans."

*****

THE PENSACOLA BARGE TRADES

Mr.F.F.Bingham of Pensacola has sent us the following notes:

Back in the '80's there was quite a trade in two- and three-mast schooners carrying lumber, and then coal, from Pensacola to Texas points. One of the 3-masters was the AJAX of Indianola, Capt. Bill Northup. This trade gave way to barges. At first they were owned by the Louisville & Nashville with a 361-ton tow boat, the CARBONERO. The barges were cut-down square-riggers, the victims of mishaps. They included the GREGG and REBECCA GODDARD.

The L & N also had the PENSACOLA, a British-built steamship of 1696 tons, in the Pensacola-Galveston coal trade. In the winter, several schooners engaged in the L & N coal trade, making several trips each. There was a four-master that kept up with the PENSACOLA. There was also the barkentine JENNIE SWEENEY, Capt. Hudson, a long-whiskered old hard-head. He had a row with a tug over a towage charge, and swore he would never pay another Pensacola tug a penny. And he didn't. He would dock his vessel and take her to sea under sail power only.

Frequently a tug would lose its barge or barges in the Gulf, and they would drift around for weeks before being picked up. Capt.E.E.Saunders got into this trade with the tugs ECHO, STELLA, JUNO, and NELLIE. ECHO is still running in Mobile and JUNO, now diesel driven, is still owned here in Pensacola.

As this trade petered out, the L & N disposed of CARBONERO and PENSACOLA, and beached its old hulk-barges over in Navy Cove. Capt.Saunders stuck to it, and developed the St. Andrews Bay and St.Joe Bay to Cuba trade. He slowly abandoned the old hulk scheme and had flat barges built, carrying most of their cargo on

deck, 250,000/300,000 feet. The Aiken fleet included some of these. There were the CONSUL, PETER, ERNEST, DINTY MOORE, BOBBY HO, AINSLEY, DOUGLAS, JACKSON, and TEDDY. They put the schooners out of the north-side-of-Cuba business.

Capt. Aiken also had the McGAUGHEY, an iron hull, and was flying high (he thought) when he acquired the new 4-mast schooner GEORGE T. LOCK, built at Lake Charles, La. She was complete except for topmasts when towed over to Pensacola. The great surprise came when it was discovered that the scoundrel would not tow. About the only way she could be hauled was to place her ahead of two barges.

Aiken also acquired the PALAFOX, a 3-mast motor schooner of 663 tons, after she had proven a failure as a motor schooner. Another was the four-masted auxiliary schooner GUANACASTE, built in 191? at Portland, Ore. She wound up more or less in distress in St. Andrews Bay, and was bought by the Aiken Towboat Co.

The trade to Cuba was in lumber only, no return cargo (barring smuggled liquor and aliens). Most of the export sawmills cut out around here in the early '20's, and the big trade ended. One by one the surviving hulks and barges were anchored at Bay Point and soon filled.

There is now a Cuban-owned line of 4 or 5 steamships doing a good business between Pensacola and Cuba, cargo both ways.

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ADDENDA TO LIST OF FOUR-MASTERS

The following additional corrections have turned up to the list of four-masted schooners built on the East Coast:

WALKER ARMINGTON, JWTG, 913 tons, steam auxiliary built 1882 by Goss, Sawyer & Packard; and JOHN C. HAYNES, KNSR, 1346 tons, built 1898 by Washburn Bros., Thomaston, should be added.

Delete STILLMAN F. KELLEY, KVBJ (a three-master).

Goss & Sawyer, or G., S. & Packard, built ELLIOTT B. CHURCH, JWCS, p.6.

The New England Co. built ADDIE M. ANDERSON, KHPG, p.18.

George E. Currier built HORACE M. MACOMBER, KHSF, p.18.

The list of four-masted schooners built on the West Coast is commenced on a later page of this issue. It is headed by VICTORIA, converted from a barge in 1864 for the trade from San Francisco to the Colorado River mouth.

MORE ON BIG SLOOPS AND SCHOONERS

Further research on the large sloops owned at Providence, R.I., in the 1850's indicates that these vessels were all engaged in a regular packet service between Providence and New York. Dipping into the Providence "Journal" for 1852, we learn that there were then two lines in the trade, the Merchant's Line of Franklin Chase, running the SEA WITCH, WM.H.SANDFORD, BLACKSTONE, THOS.B.HAWKINS, FASHION, and CHASE with a sailing each Wednesday and Saturday; and Bowen's Line offering tri-weekly sailings with AMERICA, RHODE ISLAND, FREDERIC BROWN, OREGON, WM. H.BOWEN, HARVEST, POINTER, and THOMAS HULL.

These were all sloops, between 94 and 148 tons. Seth Padelford (LC p.12), who later was principal owner of many of the above, was in 1852 a retail grocer in Providence, with a share in each of W.H. Bowen's fleet.

Successfully meeting both rail and steamboat competition in 1852, the packet sloops brought to Providence large cargoes of cotton, flour, corn, oats, and "merchandize". Since these vessels sailed in the protected waters of Narragansett Bay and Long Island Sound, being exposed to the open Atlantic only when rounding Point Judith -- and even then protected against sea from all directions except south and southeast -- they were rigged as sloops, whereas seagoing vessels of their size used the safer but slightly slower schooner rig. There has been a similar distinction right up to the present between "Sound" steamers, and the more rugged types that trade outside Sandy Hook or around Cape Cod.

As a candidate for the title of largest 18th Century American sloop, we advance STORK, 141 tons, built at Salisbury, Mass. in 1797 and converted to a brig in 1819. STORK was owned in Salem from 1815 to 1830.

We spent some time in Belleville and Newark lately, seeking more information on Jeroloman's big two-masters (LC p.28). Except for finding a Joralemon Street in Belleville, we learned very little. A search of N.Y."Herald" files for 1857, however, shows that they were running to New York with cotton from Savannah, Mobile, and Charleston. ROBERT CALDWELL was operated by McCready & Mott, and WALTER RALEIGH and LANGDON GILMORE by G.R.Gilmore & Co.

SAILING SHIP NEWS

ALBATROSS, Swed.aux.4m.tr.sch. Dec'48-Jan'49 trading between Göteborg and Grimsby and Lowestoft.

ALMIRANTE SALDANHA, Braz.aux.4m.tr.sch. Arrived San Francisco 6 March 1949. Has also been at San Diego this trip. Her rig is best described as that of "four-masted topsail schooner setting a standing squaresail in place of a gaff foresail."

C.A.THAYER, 3m.sch. Was fitting out in March for the 1949 codfishing season.

C.S.HOLMES, 4m.sch. Converted to a barge at Seattle last year, she was abandoned by her owner after losing a large sum on one trip to Alaska.

CAIBUCO, Pan.ship. Has been broken up at Genoa. The Mariners Museum has saved her wheel and figurehead.

CAP PILAR, Brit.bktn. Seligman's world cruiser. Currently laid up at Vivenhoe with fore topmast gone.

CHARLES R. WILSON, 3m.sch. Reported still in good shape in Puget Sound.

CONSTELLATION, U.S.frigate. A bill (S134) has been introduced to provide for her preservation in a permanent berth at Newport R.I. at a cost of $350,000. The Navy reports it will take $1.8 million for the job, and chances of passing the bill appear slim.

CRISTOFERO COLOMBO, Ital.aux.tr.ship. Has been delivered to the USSR with other Italian fleet units.

DANMARK, Dan.aux.tr.ship. 14 Sept.1948 left Port Elizabeth for Cape Town; 8 Jan.arr St.Helena; 12 Jan sailed; at Azores in March.

DIAMOND HEAD, barge. Built London 1866 as ship GAINSBOROUGH, she has been an oil barge at Lake Union, Seattle, for many years, and is now for sale.

GJØA, aux.sloop. 8 March 1949 restoration completed at San Francisco, when her new mast was stepped, with two dimes and 3 øre under the tenon. Only the keel, 13-hp engine, winches, and bilge pumps remain of the original GJØA. Cost of work: $34,806.

GRACIE S., aux 2m.sch. To sail 20 June for the north end of Vancouver Island on her first summer cruise.

JOHN A., barge. Late 3m.sch. Reported beached and burned at Mukilteo, Wash.

SAMAR, barge (ex 4m.sch). Now serving as warehouse of Pacific Towboat & Salvage Co., Los Angeles Harbor.

SANTA CLARA, aux.sch.(ex IRENE MYRTLE). Was in port at Miami recently, under Cuban flag. Only the bowsprit and fore and main lowermasts are still in place.

SOPHIE CHRISTENSON, 4m.sch.Now lying beached at Paulsbo, Wash., with the tide in her hold.

STAR OF INDIA, bark. Now a marine museum at San Diego, Calif. Only her fore and main lower yards are still crossed. Topmasts are housed, and topgallant masts are sent down. She was so dismantled by the Navy during the War to diminish chances of naval aircraft colliding with her rigging.

(With thanks to Gordon P.Jones, and acknowledgements to "Sea Breezes", "Maritime Review" and "Spindrift")

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JOHNSON, Irving, "The YANKEE's wonderland", Nat.Geog., v.95, pp.1-50, Jan.1949. Ill.

SCHULTZ, John E., "Sea fever", Nat.Geog., v.95, pp 237-268, Feb.1949. Ill. From Ecuador, down the Amazon, and across to Miami in a 17-ft dugout canoe.

SPENGEMANN, Friedrich, "Aus der Segelschiffahrtszeit", Landboten-Verlag, Bremen; 65 pp., ill; 1948. Ships built at St. Magnus, on the Lesum, 1778-1870.

BOOK REVIEWS

PARKER, Lt.W.J.Lewis, U.S.C.G., "The Great Coal Schooners of New England, 1870-1909", 135 pp., 22 ill., Mystic, Conn., Marine Historical Assn., 1948; price $2.00.

Lieut.Parker's study of the role of the schooner in the coasting coal trade of New England is long overdue. Readers of LOG CHIPS are already familiar with the names of the four-, five-, and six-masted schooners built for this business, but Parker's book for the first time gives the background of the trade. The dates covered span the period from the putting into service of the first Reading steam colliers (RATTLESNAKE, built 1869, and CENTIPEDE, built 1870), and the opening of the Virginian Railway in 1909.

In between, the schooner operators successfully met steamer competition and beat it (the Reading had to turn its steamers into barges); they beat barge competition (which began in 1884 with the COAL KING) by building bigger schooners; and they held their own against the New England Gas & Coke Co.'s steam colliers and whalebacks from the Lakes. The Virginian's coal piers at Sewall's Point brought excess loading capacity into the soft coal trade for the first time, thereby eliminating the necessity for steamers to lie idle waiting for schooners to load. The wooden schooner -- the "millstone around the neck of New England" -- thus was doomed.

Included among the illustrations in the book are lines and sail plan of the five-master MARGARET HASKELL of 1904, and cabin plan of the five-master JANE PALMER. The chapters are fully annotated, and there is an excellent bibliography, although no index.

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ROWE, William Hutchinson, "The Maritime History of Maine: Three Centuries of Shipbuilding and Seafaring", 333 pp., 36 ill., New York, W.W.Norton & Co., 1948; price $6.00.

Mr.Rowe, who is already well known as the author of "Shipbuilding Days in Casco Bay" and other studies of the Portland region, has now covered the whole Maine coast in a volume that should be placed alongside Morison's "Maritime History of Massachusetts." It brings together the history of a region, which up to now has been treated of only in specialized local studies. There is a full index, a comprehensive bibliography, and a list of Maine-built clippers in an Appendix.

KÅHRE, Georg, "Under Gustaf Eriksons Flagga", 204 pp., 56 ill.; Mariehamn, Finland, Ålands Nautical Club, 1948.

Gustaf Erikson (1872-1947) was probably the best-known shipowner in recent times. By buying sailing ships at scrap prices and taking advantage of the requirement in several Baltic countries that licensed ship's officers must serve time in square rig to run them with only nominal labor costs, he was able to keep together the world's last fleet of square-riggers.

This book tells the life story of Capt. Erikson, and describes the 64 vessels, sail, steam, and motor, that he owned. Of particular interest is the portion dealing with the captain's own commands, when, like a Yankee skipper of a century earlier, he tramped the seven seas, sending back regular dividends to the owners.

Our only criticism of this volume concerns the price. A copy, paper bound, costs about $8.

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NEW PERIODICAL

We have received vol.1, no.1, new series of "Spindrift", edited by John Anderson, 41 Adams St., Falkirk, Scotland. This publication, which has appeared in several formats since the War, is now a printed quarterly. The subscription is 5s per annum.

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RUSSIAN NAVAL RECORDS

"Morskiia Zapiski" (Naval Records) is published quarterly by the Association of Former Russian Naval Officers in America at 465 Lexington Ave., New York City 17. Now in its 7th year, it sells for $1 per issue. Those interested in Czarist Naval history (who can read Russian) will find this of value.

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HERRESHOFF RECORDS TO M.I.T.

On 18 February 1949, all the records, plans, models, and photos of the Herreshoff Manufacturing Company of Bristol, R.I., were received by the Hart Nautical Museum of the Massachusetts Institute of Technology, Cambridge, Mass.

Although this firm was concerned chiefly with yachts, it also built some of the earliest torpedo boats in the United States Navy. Those who followed L.Francis Herreshoff's "Common Sense of Yacht Design" in "Rudder" know how original the Herreshoffs were, and will be glad to know their papers are preserved.

THUMBNAIL HISTORIES OF THE EAST COAST SCHOONERS

In response to numerous requests, there is commenced in this issue of LOG CHIPS a series of brief histories of the East Coast schooners listed in previous issues. The vessels' names are arranged in alphabetical order, and the signal letters are included to permit ready cross-referencing to the chronological lists that give tonnages and particulars of building.

We are indebted to Messrs G.M.S.Tod, R.H.I.Goddard Jr., C.S.Morgan, and W.J.L. Parker for information supplementing that in the files of LOG CHIPS.

As always, we would be glad to be informed of errors or omissions in these listings.

SEVEN-MASTED SCHOONER (see p.53, March 1949 LOG CHIPS)

THOMAS W. LAWSON	KRWS	13 Dec.1907 wrecked at Scilly Islands.

SIX-MASTED SCHOONERS (see p.4, July 1948 LOG CHIPS)

ADDIE M. LAWRENCE	KSFH	9 July 1917 wrecked at Les Boeufs, France
ALICE M. LAWRENCE	KVRT	5 Dec.1914 wrecked Tuckernuck Shoal, Vineyard Sound, Mass.
DELAWARE SUN	KSRL	Ex WILLIAM L. DOUGLAS. 18 Dec.1917 wrecked on jetty at entrance to Sabine River, Texas.
DOVREFJELD	LGSF	Built at Noank, Conn., 1882, as paddle steamer RHODE ISLAND. 1917 converted to 6m.sch.at New York. 28 Feb.1919 foundered 32 miles east of Cape Hatteras, bound to River Plate with lumber. 1858 gross tons.
EDWARD BURGESS		Designed by W.Starling Burgess to be built by J.M.Brooks at East Boston, 1902, for A.C.Crandall. Was to have had steam auxiliary. Finished in 1904 as 5m.sch. JANE PALMER KTLM (see below).
EDWARD B. WINSLOW	KWSL	10 July 1917 burned off St.Nazaire, France.
EDWARD J. LAWRENCE	KWND	27 Dec.1925 burned at Portland, Maine.
ELEANOR A. PERCY	KQJM	26 Dec.1919 foundered in 48-30 N, 17-45 W; 13 of crew lost.
GEORGE W. WELLS	KQGL	3 Sept.1913 lost on Ocracoke Island, North Carolina.
MERTIE B. CROWLEY	KTGR	23 Jan.1910 wrecked on Wasque Shoal, Marthas Vineyard.
RUTH E. MERRILL	KTNS	12 Jan.1924 foundered in Vineyard Sound.
WILLIAM L. DOUGLAS	KSRL	Lost as DELAWARE SUN; see above. Named for the shoemaker.
WYOMING	LBGH	12 March 1924 foundered off Chatham, Cape Cod, Mass., taking down her crew of 14.

FIVE-MASTED SCHOONERS (see pp. 4-5 of July 1948 LOG CHIPS)

ARTHUR SEITZ	KRDG	24 May 1902 wrecked in Vineyard Sound, Massachusetts.
ASTA	LNSW	Ex VIRGINIA PENDLETON; later ROBERT L.LINTON; scrapped about 1933.
BAKER PALMER	KRFS	11 Dec.1915 foundered in 34-21 N, 64-47 W.
CARROLL A. DEERING	LQPD	31 Jan.1921 wrecked on Hatteras; all 11 crew lost.
CORA F. CRESSY	KRPC	Renamed SHOW BOAT about 1929; 1938 became lobster pound at Medomak, Maine, below Waldoboro.
COURTNEY C. HOUCK	LDCG	Laid up Boothbay Harbor 1930; burned there about 1943.
DAVIS PALMER	KVDG	25 Dec.1909 foundered off Boston Harbor; 9 lives lost.
DOROTHY PALMER	KSLV	26 Mar.1923 wrecked Stone Horse Shoal, Massachusetts.
DOROTHY B. BARRETT	KTNR	14 Aug.1918 torpedoed off Anglesea, New Jersey.
DUNHAM WHEELER	LHMK	8 Nov.1930 foundered off Cape Canaveral, Florida.
EDNA HOYT	MGGH	25 Nov.1937 towed into Lisbon badly damaged; hulked there.
EDWARD P. WINSLOW	LKPS	Ex ST.JOHNS N.F. 12 Dec.1928 foundered 40-27 N, 71-50 W.
ELIZABETH PALMER	KSPW	26 Jan.1915 rammed ss WASHINGTONIAN off Fenwick I.Lighthouse,Delaware; both sank; 1 man from steamer lost.
ELVIRA BALL	KWHL	8 Feb.1909 abandoned 130 miles off Cape Charles, Va.
FANNIE PALMER (I)	KQLP	9 Jan.1906 ashore Dam Neck Mills, Va.; salved and renamed GEORGE P.HUDSON. Sunk 11 July 1914.
FANNIE PALMER (II)	KWCN	6 Dec.1916 abandoned 500 mi.W of Gibraltar, bound from Norfolk to Cartagena. Crew taken off by ss LADY PLYMOUTH.
FRANK M. DEERING	LFTQ	Ex JEROME JONES. 6 Feb.1923 wrecked near Cobbs I., Va.

(to be continued)

Four-masted schooners built on the Pacific Coast:

Name	Gross Tons	Year Place built	Builders
		1864	
VICTORIA (ex barge)	344 (old measurement)	San Francisco (rebuilt)	Thos.E.Trueworthy
		1886	
NOVELTY	592	North Bend, Oregon	A.M.Simpson
		1887	
KITSAP	791	Port Ludlow, Wash	
VOLUNTEER	585	Hoquiam, Wash.	T. McDonald
WM. F. WITZEMANN	473	Fairhaven, California	H.D.Bendixsen
		1888	
E.K.WOOD	530	Port Blakely, Wash.	Hall Brothers
PURITAN	614	Port Madison, Wash.	Hans R. Reed
ROBERT SEARLES	608	Port Blakely, Wash.	Hall Brothers
		1889	
GARDINER CITY	475	North Bend, Oregon	
GOLDEN SHORE	699	Port Blakely, Wash.	Hall Bros.
OLGA	498	Eureka, California	Peter Matthews
ROBERT LEWERS	732	Port Blakely, Wash.	Hall Bros.
		1890	
AIDA	533	Port Ludlow, Wash.	T.H.Peterson
CARRIER DOVE	707	Port Blakely, Wash.	Hall Bros.
KING CYRUS	717	Port Blakely, Wash	Hall Bros.
SALVATOR	467	Eureka, California.	
SPOKANE	639	Port Blakely, Wash.	Hall Bros.
		1891	
ALICE COOKE	782	Port Blakely, Wash.	Hall Bros.
ALOHA	814	Port Blakely, Wash.	Hall Bros.
BANGOR	511	Eureka, California	Peter Matthews
ETHEL ZANE	498	Eureka, California	Peter Matthews
METEOR	600	Port Blakely, Wash.	Hall Bros.
PROSPER	605	Port Blakely, Wash.	Hall Bros.
R.W.BARTLETT	521	Fairhaven, Calif.	H.D.Bendixsen
TRANSIT	547	Ballard, Wash.	T.H.Peterson
W.H.TALBOT	817	Port Blakely, Wash.	Hall Bros.
		1892	
JOHN D. TALLANT	561	Alameda, California	Alexander Hay
LYMAN D. FOSTER	777	Port Blakely, Wash.	Hall Bros.
WM. BOWDEN	778	Port Blakely, Wash.	Hall Bros.
		1893	
C. S. HOLMES	430	Port Blakely, Wash.	Hall Bros.
		1895	
JOHN A. CAMPBELL	545	Port Blakely, Wash.	Hall Bros.
MURIEL	537	Alameda, California	Hay & Wright
NOKOMIS	545	Port Blakely, Wash.	Hall Bros.
OKANOGAN	721	Port Blakely, Wash.	Hall Bros.
		1896	
DEFENDER	446	Fairhaven, California	H.D.Bendixsen
		1897	
ANNIE M. CAMPBELL	565	Port Blakely, Wash.	Hall Bros.
DEFIANCE	604	Hoquiam, Wash.	Peter Matthews
ENDEAVOR	565	Port Blakely, Wash.	Hall Bros.
NOMAD	565	Port Blakely, Wash.	Hall Bros.

1898

A.J.WEST	543	Aberdeen, Wash.	
A.M.PALTER	516	Fairhaven, Calif.	H.D.Bendixsen
DAUNTLESS	548	Hoquiam, Wash.	G.H.Hitchings
ERIC	574	Port Blakely, Wash.	Hall Bros.
H.D.BENDIXSEN	641	Fairhaven, Calif.	H.D.Bendixsen
HONOLPU	564	Alameda, Calif.	Hay & Wright
JAMES H. BRUCE	573	Fairhaven, Calif.	H.D.Bendixsen
MARY E. FOSTER	930	Port Blakely, Wash.	Hall Bros.

1899

ADMIRAL	683	North Bend, Ore.	North Bend Mill Co.
COLUMBIA	684	Hoquiam, Wash.	G.H.Hitchings
FRED J. WOOD	681	Hoquiam, Wash.	G.H.Hitchings
HENRY WILSON	472	Aberdeen, Wash.	John Lindstrom
JAMES ROLPH	586	Fairhaven, Calif.	H.D.Bendixsen
LOTTIE BENNETT	566	Port Blakely, Wash.	Hall Bros.
MANILA	731	North Bend, Ore.	A.M.Simpson (N.Bend Mill Co.)
PHILIPPINE	523	Alameda, Calif.	Hay & Wright
ROBERT R. HIND	564	Alameda, Calif.	Hay & Wright
S.T.ALEXANDER	779	Fairhaven, Calif.	H.D.Bendixsen
WM. H. SMITH	566	Port Blakely, Wash.	Hall Bros.
WINSLOW	566	Port Blakely, Wash.	Hall Bros.

1900

A.B.JOHNSON	529	Aberdeen, Wash.	John Lindstrom
ARIEL	726	Benicia, Calif.	Matthew Turner
BAINBRIDGE	566	Port Blakely, Wash.	Hall Bros.
CHURCHILL	685	North Bend, Ore.	A.M.Simpson (N.Bend Mill Co.)
COMMERCE	658	Alameda, Calif.	Hay & Wright
EXPANSION	545	Alameda, Calif.	Hay & Wright
F. M. SLADE	737	Aberdeen, Wash.	McWhinney & Cousins
FEARLESS	736	Hoquiam, Wash.	G.H.Hitchings
FOREST HOME	763	Marshfield, Ore.	H.E.Hoockendorff
FORESTER	663	Alameda, Calif.	Hay & Wright
HELENE	927	Port Blakely, Wash.	Hall Bros.
IRENE	772	Fairhaven, Calif.	H.D.Bendixsen
LUDLOW	762	Port Blakely, Wash.	Hall Bros.
LUZON	720	Alameda, Calif.	Hay & Wright
MINNIE A. CAINE	880	Seattle, Wash.	Moran Brothers
OLIVER J. OLSON	687	Aberdeen, Wash.	John Lindstrom
R. C. SLADE	673	Aberdeen, Wash.	John Lindstrom
ROSAMOND	1030	Benicia, Calif.	Matthew Turner
RUTH E. GODFREY	597	Port Blakely, Wash.	Hall Bros.
SANTA PAULA (oil tanker)	650	Fairhaven, Calif.	H.D.Bendixsen
SEHOME	680	New Whatcom (now Bellingham), Wash.	Charles Fulton
STIMSON	693	Ballard, Wash.	T.C.Reed
WILLIAM OLSEN	523	Alameda, Calif.	Hay & Wright

1901

A. F. COATS	617	Hoquiam, Wash.	Hitchings & Joyce
ALPENA	970	Port Blakely, Wash.	Hall Bros.
ALUMNA	696	North Bend, Ore.	North Bend Mill Co.
ALVENA	772	Fairhaven, Calif.	H.D.Bendixsen
BALBOA	777	Port Blakely, Wash.	Hall Bros.
DAVID EVANS	821	Marshfield, Ore.	Pacific S.B.Co. (Hoocken-dorff yard)
E.B.JACKSON	682	Aberdeen, Wash.	John Lindstrom

Four-masted schooners built on the Pacific Coast, 1901, continued.

ELDORADO	881	Aberdeen, Washington	McWhinney & Cousins
GAMBLE	726	Port Blakely, Wash.	Hall Brothers
JAMES SENNETT	766	Marshfield, Oregon	H.E.Heuckendorff
KAILUA	736	Hoquiam, Wash.	G.H.Hitchings
KONA	679	Alameda, California	Hay & Wright
MAHUKONA	738	Hoquiam, Wash.	Hitchings & Joyce
MINDORO	679	Alameda, Calif.	Hay & Wright
OTELIA PEDERSEN	789	Everett, Wash.	C.G.White
SAMAR	710	Alameda, Calif.	Hay & Wright
SOLANO	728	Benicia, Calif.	M.Turner
SOPHIE CHRISTENSON	675	Port Blakely, Wash.	Hall Bros.
W.J.PATTERSON	645	Aberdeen, Wash.	John Lindstrom
WATSON A. WEST	818	Aberdeen, Wash.	McWhinney & Cousins
WEMPE BROS.	681	Aberdeen, Wash.	John Lindstrom
WM. F. GARMS	1094	Everett, Wash.	C.G.White

1902

ALERT	623	Hoquiam, Wash.	Hitchings & Joyce
ANDY MAHONY	566	Aberdeen, Wash.	John Lindstrom
ARGUS	566	Marshfield, Ore.	Pacific Shipbuilding Co.
BLAKELEY	751	Port Blakely, Wash.	Hall Bros.
BOREALIS	764	Fairhaven, Calif.	Bendixsen Shipbuilding Co.
CAMANO	730	Port Blakely, Wash.	Hall Bros.
CAROLINE	511	Port Blakely, Wash.	Hall Bros.
CECILIA SUDDEN	643	Fairhaven, Wash.(now Bellingham)	Charles Fulton
EDWARD R. WEST	835	Aberdeen, Wash.	W.H.McWhinney
ESPADA	777	Fairhaven, Calif.	Bendixsen Shipbuilding Co.
J. H. LUNSMANN	1090	Everett, Wash.	C.G.White
M. TURNER	816	Benicia, Calif.	M. Turner
MABEL GALE	762	Port Blakely, Wash.	Hall Bros.
MARCONI	693	North Bend, Ore.	Simpson Lumber Co.
MELROSE	615	Hoquiam, Wash.	Hitchings & Joyce
POLARIS	790	Marshfield, Ore.	E. Heuckendorff
RESOLUTE	684	Hoquiam, Wash.	Hitchings & Joyce
SALEM	767	San Francisco, Calif.	W.F.Stone
SOQUEL	767	San Francisco, Calif.	W.F.Stone
TAURUS	551	Marshfield, Ore.	E.Heuckendorff
VIRGINIA	585	Alameda, California	Hay & Wright
WILBERT L. SMITH	848	Ballard, Wash.	Globe Const.Co. (T.C.Reed)
WILLIS A. HOLDEN	1188	Ballard, Wash.	Globe Const.Co. (T.C.Reed)
WM. NOTTINGHAM	1204	Ballard, Wash.	Globe Const.Co. (T.C.Reed)

1903

ALEX. T. BROWN	788	Ballard, Wash.	Globe Const.Co. (T.C.Reed)
ANNIE E. SMALE	845	Marshfield, Ore.	

1904

ENSIGN	618	Everett, Wash.	C.G.White
J. W. CLISE	845	Ballard, Wash.	Globe Const Co. (T.C.Reed)

1914

COQUITLAM CITY	933	Port Coquitlam, B.C.	Coquitlam SB & Mar.Ry.Co. (George Wagstaff)

1916

ELSE	814	Tacoma, Wash.	Babare Bros.

(to be concluded, and followed by a list of five-masters)

UNITED KINGDOM LAUNCHINGS, 1891, continued

Russell & Co., Port Glasgow and Greenock. Port Glasgow yards.

MARIA RICKMERS	5m.Bark	3822	R.C.Rickmers, Bremen (Steam aux., compl 1892)	5700
INVERTROSSACHS	4m.Bark	2710	David Bruce, Dundee	4200
GOWANBANK	4m.Bark	2288	A. Weir, Glasgow	3600
GLENOGIL	4m.Bark	2285	Edgar & Co., Liverpool (Completed 1892)	3600
KING EDWARD	Ship	1734	J.A.Walker & Co., Glasgow	3800
DECHMONT	Ship	1727	A.R.Thom & Co., Glasgow	2850
GRATIA	Bark	1604	M.F.Stray, Christiansand, Norway	2500
VILDANDEN	Ship	1607	Bruusgaard & Kiøsterud, Drammen, Norway	2500
SIGURD	Bark	1611	O.Olsen, Stavanger, Norway (Completed 1892)	2500
FIORE			A/S Fido (Mathias Hansen), Christiania	
BELMONT	Bark	1528	J.A.Black, Glasgow	2450
COLLESSIE	Bark	1465	George Gray, McFarlane & Co., Glasgow	2400
SENEGAL	Bark	1462	G.M.Steeves, Liverpool	----
PAX	Bark	1428	J.H.Hustede, Elsfleth, Germany	2300
PROFESSOR KOCH	Bark	1476	C.H.H.Winters, Elsfleth, Germany	2400
CAMBUSNETHAN	Bark	1458	Robert Russell & Co., Glasgow	----
INVERAMSAY	Bark	1438	George Milne, Aberdeen	2375
FELIX	Bark	1165	J.H.Hustede, Elsfleth, Germany	1400

Scott & Co., Greenock

ROSS-SHIRE	4m.Bark	2257	Thomas Law, Glasgow	
GOSFORD	4m.Bark	2251	Briggs, Harvie & Co., Greenock (Completed 1892)	

Robert Duncan & Co.Lim., Port Glasgow

JOSEPHINE TROOP	Ship	1568	Troop & Son, St. John, New Brunswick	----
SAMARITAN	4m.Bark	2147	William Thomson & Co., Liverpool	3600
FAR			1914 Th. Brøvig, Farsund, Norway	
WAMPHRAY	4m.	1924	Village Line (T.C.Guthrie), Glasgow	3000
HELEN BREWER	Ship	1607	C. Brewer & Co., Honolulu	2550
HOWARD D. TROOP	4m.Bk	2165	Troop & Son, St. John, New Brunswick (Compl.	3600
ANNIE M. REID			James Rolph, San Francisco 1891)	

William Hamilton & Co., Port Glasgow

BARDOWIE	Ship	2146	Hamilton, Harvey & Co.	3500
DUNSYRE	Ship	2149	Potter Brothers, London	3400
DAVID MORGAN	Bark	1566	H.O.Morgan, Liverpool	2550
DURBRIDGE	Ship	2201	Potter Brothers, London (Completed 1892)	3700
STEINBEK			Knöhr & Burchard, Hamburg	
NORTHERN LIGHT			1917 United States Shipping Board, Seattle	
ARAPAHOE			1917 United States Shipping Board, Seattle	
STAR OF FALKLAND			1922 Alaska Packers Association, San Francisco	

Murdoch & Murray, Port Glasgow

HALVAR	Bark	910	N. Petterson, Helsingborg, Sweden	

Archibald McMillan & Sons Lim., Dumbarton

INVERCAULD	Bark	1416	George Milne, Aberdeen	2300
BARODA	Bark	1417	W. & J. Crawford, Greenock	2425
ALEXANDER BLACK	Bark	1493	William Mitchell, Londonderry	----
STIPAN	Bark	1056	M.S.Bielich, Cuciste, Austria	1700
STEFANO BIANCHI				
PEPPINO				
JUANITO				
ROSENDO MACIA			Vda.Llusa & R. Macia Sen.C., Barcelona	
HIAWATHA	Ship	1570	Henrich Bjorn Jr., Kragerø, Norway	2500

UNITED KINGDO LAUNCHINGS, 1891, continued.

Archibald McMillan & Sons Lim., Dumbarton, continued.

VERAJEAN	Ship	1946	James McMillan, London	3100
INVERESK	Bark	1415	George Milne, Aberdeen	----
AGHIOS SPYRIDON (steamer)			Piraeus, Greece	
ARETHUSA	Bark	1279	J.M.McFarlane & Co., Greenock	----

Alexander Stephen & Sons, Linthouse, Govan, Glasgow

URANIA	Bark	1689	Tellef Larsen, Arendal, Norway	
AFON ALAW	4m.Bark	2052	Hughes & Co., Menai Bridge, Liverpool	
STOREBROR		1915	A/S Excelsior (S.O.Stray), Christiansand, Nor.	

Barclay Curle & Co.Lim., Whiteinch, Glasgow

TALUS	Ship	2090	A.& J.H.Carmichael & Co., Greenock	
MOUNT STEWART	Ship	1903	Donaldson, Rose & Co., Aberdeen	
CROMDALE	Ship	1903	Donaldson, Rose & Co., Aberdeen	
BRENDA	Ship	2122	Ferguson & Latham, Greenock (Completed 1892)	
SPRINGBURN	4m.Bark	2655	Robert Shankland & Co., Greenock (Completed 1892)	
ALEXANDRE			A.D.Bordes & Fils, Dunkirk	

Charles Connell & Co., Whiteinch, Glasgow

MELPOMENE	Ship	1787	B. "encke Sohne, Hamburg, Germany	
OTHMARSCHEN	Ship	1787	C.M.D.Jörgensen, Hamburg	
ALSTERTHAL				
ALBERTUS VINNEN			1911 Bremer Stahlhof A/G, Bremen	
LUCIA			Chile	
VICTOR ARANDA (tow-barge)			Chile	
ESTE	Bark	1414	F.C.Bramslow, Hamburg	
THISTLE	4m.Bark	2284	J.D.Clink, Greenock	
VALKYRIE	Ship	2270	J.D.Clink, Greenock (Completed 1892)	
JOHN CARSWELL	Bark	1396	John Carswell, Greenock	
CALLUNA			J.D.Clink, Greenock	
CRAIG ELVAN	Bark	1412	John Carswell, Greenock	
LUCKNOW	Bark	1408	W. & J. Crawford, Greenock	
KIRSTEN			A/S Kirsten (B.Berg), Stavanger, Norway	
VIMEIRA	4m.Bark	2233	John Hardie & Co., Glasgow	
PYRENEES	4m.Bark	2243	John Hardie & Co., Glasgow	
MANGA REVA			1906 Manga Reva Co., New York.	
VOLGA	Ship	1817	J. Nourse, London	
R. P. RITHET	Bark	1080	C. Brewer & Co., Honolulu	

Fairfield Shipbuilding & Engineering Co.Lim., Glasgow

PASS OF MELFORT	4m.Bk	2346	Gibson & Clark, Glasgow	3950

Alexander Stephen & Son, Dundee

ANNIE SPEER	Bark	1540	Brownells & Co., Liverpool (Iron frame; steel beams and shell)	
BANKLEIGH				
CERES			Rasmus F. Olsen, Bergen.	
KIRKHILL	Bark	1540	John Steel & Son, Liverpool (Iron & Steel)	

W. B. Thompson & Co.Lim., Dundee

JUTEOPOLIS	4m.Bk	2842	Charles Barrie, Dundee	
GARTHPOOL			1918 Marine Nav.Co., Montreal	

Grangemouth Dockyard Co., Grangemouth and Alloa. Alloa yard.

PEHR UGLAND	Bark	1326	J.L.Ugland, Arendal, Norway	----
LORD BRASSEY	4m.Bark	2749	John Herron & Co.	----
GERD	Bark	780	A.O.Lindvig, Kragerø, Norway	1200

UNITED KINGDOM LAUNCHINGS, 1891, continued.

Grangemouth Dockyard Co., Grangemouth and Alloa. Grangemouth yard.

HJERTNESS	Bark	775	A.J.Freberg, Sandefjord, Norway	1200
NORDEN	Bark	780	S. Hansen, Christiania, Norway	1200
PHAROS	Bark	1293	Eugene Collett, Hamburg	----
TORSØ				
PRIMUS	Bark	1086	Julius Hendorff, Elsfleth, Germany	1750
TURIST	Bark	776	H.C.A.Michelsen, Sandefjord, Norway (Compl.1892)	1200

Ramage & Ferguson, Leith

TRADE WINDS	4m.Bark	2859	G.N.Gardiner & Co., Liverpool	4400
MAGDALENE			D.H.Wätjen & Co., Bremen	
OPHELIA			1913 Rhederi A/G von 1896, Hamburg	
DRUMROCK	4m.Bark	3182	Gillison & Chadwick, Liverpool	4800
PERSIMMON			1899 F.Laeisz, Hamburg	
HELWIG VINNEN			1913 F.A.Vinnen & Co., Bremen	
LOG TYEE (barge)			Hecate Straits Towing Co.	
DRUMROCK (barge)			1925 Pacific Coyle Navigation Co., Vancouver B.C.	
WILHELM TELL	4m.Bark	3107	Ehrensperger, Eckstein & Mead, Liverpool	----
EDMUND			G.H.J.Siemers & Co., Hamburg	
PROCYON	Bark	2122	W.S.Croudace, Dundee (Completed 1892)	----

Charles J. Bigger, Londonderry

SILVERSTREAM	Bark	1242	W.P.Herdman, Belfast	1950
CRAIGLANDS	Bark	1241	Squarey & Kendall, Liverpool	2000
MARGIT			Larvik, Norway	
FERNDALE	Bark	1340	J.Henry Iredale & Co., Liverpool	2200
BEECHDALE	Bark	1358	J.Henry Iredale & Co., Liverpool	2200
PARKDALE	Bark	1480	J.Henry Iredale & Co., Liverpool	2400
ITAMARACA (motorship)			Brazil	
MASHONA	4m.Ship	2499	William Lowden & Co., Liverpool	4000
JOHN COOKE	Ship	1879	William Mitchell, Londonderry (Compl.1892)	3000
INVERAVON			George Milne, Aberdeen	

Paul Rodgers & Co., Carrickfergus

SOUTH AMERICAN	Bktn	417	G.W.Phillips & Co., Belfast	600
WESTFIELD			1903 Weston & Co., Jacksonville, Florida	

Workman, Clark & Co., Belfast

MARIAN WOODSIDE	Bark	1549	Not in Lloyd's for 1892.	
ARCHDALE	Bark	1557	J.Henry Iredale & Co., Liverpool	
LORD ELGIN			R. Russell & Co., Liverpool	
RATHDOWN	Bark	2145	Sir Richard Martin & Co., Dublin	
DUNDONALD	4m.Bark	2205	Thomas Dixon & Sons, Belfast	
LOUGH NEAGH	Bark	973	McWilliams, Smyth & Co.	
EMILIA CIAMPA				
FRANCESCO C			Signora A.V.Canepa, Genoa	
INVERMORE	Bark	1600	H.Hutton & Co., Belfast	
GALGORM CASTLE	Bark	1596	Northern Shipowners Co., Belfast (Completed 1892)	
HOWTH	4m.Bark	2244	Sir Richard Martin & Co., Dublin (Completed 1892)	
HORN SHELL			Anglo Saxon Petroleum Co., London	

SHIPBUILDING IN BRITAIN IN 1891

Steel by now was the universal shipbuilding material. Only CORDOVA, built by R. & J. Evans, is listed as of iron; while ANNIE SPEER, KIRKHILL, and ANNA L. were of mixed iron and steel construction.

The largest sailing vessel launched in 1891, by far, was the five-masted auxiliary bark MARIA RICKMERS; after her the largest were the four-masted barks FORTEVIOT of 3080 gross tons and 4900 deadweight and DRUMROCK of 3182 gross and 4800 deadweight.

There were two four-masted ships on the list, EULOMENE and MASHONA. DITTON, 2901 gross tons, was the largest three-masted ship; while PROCYON, 2122 tons, was the largest three-masted bark. ANNIE SPEER had the further distinction of possessing a straight stem like a steamer.

At least three of the 1891 ships were owned in the United States. BELMONT, although registered in Glasgow, seems to have been owned by Irving G. Hall of Boston, and in 1914 she came openly under his ownership and the American flag. She is last heard of as a barge at Mobile in the late thirties. R.P.RITHET was built for the San Francisco-Honolulu packet line managed by Welch & Co. of San Francisco, and acquired American nationality in 1900. In 1907 she was taken over by the Matson Line, who installed a couple of Bolinders engines in her in 1916. On 24 July 1917 she was lost by fire on a voyage from Mahukona to San Francisco. HELEN BREWER was built to trade between Boston and the Pacific Ocean and also became American in 1900. She disappeared at sea with all hands in 1903 after sailing from Sourabaya, Java, for the Delaware Breakwater.

Among the other 1891 ships that later were owned in the United States are noted the following:

WINDRUSH in 1914 was admitted to American registry under the ownership of the Shephard & Morse Lumber Co., Boston. She was lost in collision with the Spanish ss BUENOS AIRES in May 1920 in the North Atlantic, taking down 5 of her crew.

GRATIA was acquired by New York owners in 1919 and later became a fishing barge at Los Angeles, California. She is listed as stranding at Redondo Beach, California, in April 1932, but her hull was there in good shape in January 1933.

SIGURD, as FIORE, was owned by F.W. Eansor of Jacksonville, Florida, in 1922 and was scrapped in 1925.

FELIX was admitted to American registry in 1896 as a schooner barge, owned by Scully's Towing & Transportation Line. She went down off Fire Island with her crew of 4 on 1 March 1914.

HOWARD D. TROOP was renamed ANNIE M. REID by Mayor James Rolph of San Francisco and acquired American registry in 1914. She was scrapped after Rolph's death in 1934.

DUNSYRE was bought by Eschen & Minor of San Francisco, acquiring American papers in 1915. After numerous changes of ownership she was bought in 1935 by the Island Tug & Barge Co. of Victoria, B.C., and was wrecked the following year while serving as a hogged-fuel barge.

STEINBEK was seized at Seattle in 1917 when the United States entered World War I, and as STAR OF FALKLAND was wrecked in Unimak Pass on 23 May 1928.

BARODA was abandoned to the underwriters after being ashore on the coast of Oregon in August 1901. Her hull was made into a barge by James Griffiths and Sons of Seattle, under Canadian registry.

PYRENEES was beached at Maiga Reva in 1900, as described in Jack London's "The Seed of McCoy". She was floated by I.E. Thayer of San Francisco, who by spending 10 times her cost in the wrecked condition qualified her for U.S. registry under a special Act of Congress approved 28 April 1904. She was lost with all hands in the war zone in April 1917.

DRUMROCK, as HELWIG VINNEN, spent World War I at Santa Rosalia, Mexico, and was acquired from the Reparations Commission in 1921 by the Dollar Line of San Francisco, who resold her to become a log barge. She was wrecked in British Columbia in February 1927.

SOUTH AMERICAN was ashore in September 1900, but was repaired and in 1903 was admitted to American registry as the WESTFIELD of Jacksonville, Florida. We have no record of what became of her after that.

*****

NEW PERIODICAL ON SHIP MODELS

We have just received vol.1, number 1, of "Ship Models", published bimonthly by Robert A. Nash, 22 South Baldwin Avenue, Sierra Madre, California. 35¢ a copy, $2 per year (six issues).

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER SEVEN 75 JULY 1949

CARIBBEAN CRUISE

Last fall our work took us on a 6-week cruise from Philadelphia to Guantanamo, on a naval vessel sometimes called the USS REBOP. In Philadelphia we had a chance to visit the Atwater Kent Museum, finding there a very fine exhibit relating to the marine history of that port. Included are some of Cramp's building models: the steamers SANTA CLARA (1913), MALOLO (now MATSONIA; 1927), ASBURY PARK (1903), a tentative design much like ASBURY PARK, and the medium clipper ISAAC JEANES of 1854. There are also half models of a Hog Islander of 1918, and of the "tuck-up"(sloop similar to a sandbagger, stated to be a modification of the "ducket") PRISCILLA of 1883.

On the way down the Delaware we spotted a familiar hull lying near Wilmington. Now a barge, with a big hole in her side and the name AJAX on her stern, she proved to be the collier LEWIS K.THURLOW of 1913.

We put into Hampton Roads for ammunition, and managed to work in a visit to the Mariners' Museum at Newport News, where we were royally treated by John Lochhead and Charles Burgess. Having toured so many regional marine museums lately, we were able for the first time fully to appreciate the broad coverage of the Mariners' Museum and the general high level of excellence of its displays.

Also we visited its library for the first time. Anyone with a research problem in the nautical field is well advised to begin with a visit to this library, which has been richly endowed, and whose volumes are readily accessible. A recent acquisition is a complete run of over a century of "Lloyd's Registers" -- the gift of Lloyd's itself -- which, bound with the sail and steam sections in separate volumes, has double the utility of the ordinary set.

From the Virginia Capes south to Cuba and back to the Delaware, we have little to report. An excellent beer, called Hatuey, is brewed in Santiago; and an old Cape Cod catboat, now fully powered, carries bananas in Guantanamo Bay. At 0830 on 14 December, in 34-45 N, 74-50 W, we sighted a baldheaded three-mast schooner, and the following morning we tied up again at Philadelphia in a sleet storm.

PUBLISHED AMERICAN SHIP REGISTERS

One of the most useful sources of information concerning shipping, whether one is tracing the history of individual vessels or studying the commerce of a port, is the official record of registry.

By international law, lest she be considered a pirate, each ship must carry with her an official document issued by the country whose flag she flies and containing such identification as her tonnage, dimensions, origin, and ownership. In the United States two kinds of such documents exist, registers, for vessels engaged in foreign trade, and enrollments, issued to vessels licensed to carry on coasting trades or fisheries. Both types, however, are frequently loosely referred to as registers.

Many countries annually abstract their existing registers and publish lists of their merchant fleets in such series as "Mercantile Navy List"(Britain), "List of Shipping"(Canada), and "Merchant Vessels of the U.S." However, the oldest of these did not start until the late 1850's, and there are other drawbacks to their use. "Merchant Vessels of the U.S." did not make a practice of printing names of owners until 1925; and even then only the managing owner's name is given, so that for a full disclosure of the ownership the register must still be consulted.

Strangely enough, in Britain these documents have been almost entirely neglected as sources of information, and only in the last few years have such workers as Arthur C.Wardle of Liverpool begun to use them to any extent. (The greater

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LOG CHIPS is published approximately every two months by John Lyman at 7801 Gateway Boulevard, Washington 19, D.C. Price, $1 per volume (12 issuees)

accessibility of the files of "Lloyd's Register" may have something to do with it). In Canada, however, F.W.Wallace has used the registers in the Canadian Archives as the basis for his "Record of Canadian Shipping" (Toronto, 1929), which lists all square-riggers of 500 tons and over, built in Canada since 1786.

A similar compilation, based on the local custom house records, was that of Lincoln Colcord in "Sailing Days on the Penobscot" (Salem, 1932), which covered all types of shipbuilding from Rockport to Brooklin. And many other writers, as far back as R.H.Dana of "Two Years Before the Mast", have gone to custom house records for information.

F.R.Holdcamper in vol.1 of "American Neptune" described the documents then held by the National Archives, and since that time, we understand, practically all the old registers and enrollments held by local custom houses have been turned in to the Archives. This makes it very handy for anyone in Washington with the necessary time on his hands to look up ships or ports; but it puts the regional historian at a distinct disadvantage.

Fortunately, for many ports, published compilations of registers now exist. The earliest of which we have knowledge was for Salem & Beverly, 1789-1900, printed in vols.39 to 41 of the "Essex Institute Historical Collections", and collected as a separate volume published in 1906. The Essex Institute followed in 1937 with a 279-p volume for Newburyport, 1789-1870; and in 1944 by a 196-p volume for Gloucester, 1789-1875; both compiled by Stephen W. Phillips.

The evident utility of the Salem and Newburyport volumes prompted the National Archives, as part of a general survey of Federal archives existing outside of Washington, to undertake the sponsorship of a series of mimeographed volumes of ship documents prepared by WPA projects. With very little publicity, over two dozen volumes of this kind were issued, before Pearl Harbor wiped out the WPA. Material for many more was in hand; in many cases the stencils had been cut; but much of the work was destroyed in order to make room for records and materials more directly related to the war effort. In some cases, copies of the unpublished compilations seem to have passed into private hands, although no efforts are being made to secure publication.

The following is a list of all the published volumes of ship registers prepared by the WPA of which we have knowledge. They are arranged in geographical order, commencing with Maine:

MAINE

"Ship Registers and Enrollments of Machias, Maine, 1780-1930" Part I, xiii and 489 pp. (Ship names A-K). Part II, pp 490-1007. (Ship names L-Z and index) Rockland, 1942.

These two volumes, like most of the others, have some statistical tables in the introduction, giving summaries by 5-year periods of various types built, distribution by years of building ports, etc.; and also a short history of the Machias customs district, with names of Collectors. The index, over 100 pages long, includes all places and persons (masters and part owners) mentioned in the documents. Unlike other volumes, an attempt (rather unsuccessful) has been made to illustrate the books with copies of portraits of ships.

"Ship Registers and Enrollments of the District of Saco, Maine, 1791-1915" xiii and 108 leaves. Rockland 1942.

Saco has only 336 ship entries, as compared with 1992 for Machias. Indexed.

MASSACHUSETTS

"Ship Registers and Enrollments of Boston and Charlestown. Volume 1, 1789-1795". xvi and 248 leaves. Boston, 1942.

1152 ship entries and index. Although "Vol.II" is referred to frequently, we believe vol.1 was the only one issued.

"Ship Registers of the District of Plymouth, Massachusetts, 1789-1908". ix and 171, x-xv and 172-209 lvs. Boston, 1939.

In two parts, separately indexed. Part I was compiled from material at Plymouth, and Part II from records in the Archives at Washington. Entries are not numbered. No enrollments included. 821 vessels.

"Alphabetical List of Ship Registers, District of Barnstable, Massachusetts, 1814-1913", x and 163 lvs. Boston, 1938.

We believe this to be the first WPA volume issued. Leaves 111 to 126 list vessels omitted from their proper alphabetical place in the foregoing pages. Barnstable embraced all of Cape Cod, including Provincetown. Indexed; entries not numbered. A defect in this volume is that no enrollments, and only the earliest register for each ship, are given. 755 vessels are listed.

"Ship Registers of New Bedford, Massachusetts". Vol.I, 1796-1850, xvi and 411 leaves; 3300 documents. Vol.II, xviii and 339 leaves; 2038 documents. Vol.III, 1866-1939, xxii and 234 leaves; 1369 documents. Boston, 1940.

Again, registers only are abstracted, and each abstract is numbered separately for ease of indexing. All the other Massachusetts volumes index persons only; these three have separate indexes of places in addition. 1789 ships covered.

"Ship Registers of Dighton-Fall River, Massachusetts, 1789-1938". xii and 178 leaves. Boston, 1939.

1033 documents, covering 664 vessels. Index of persons. The fact that registers only were abstracted is particularly unfortunate in the case of Fall River, which owned a great many big schooners in the coasting trade, which always were enrolled, not registered.

RHODE ISLAND

"Ship registers and enrollments, ship licenses issued to vessels under 20 tons, ship licenses on enrollments issued out of the port of Bristol-Warren, Rhode Island, 1773-1939". vii and 435 pp. Providence, 1941.

We have not seen this volume, but it undoubtedly is up to the high standard of the other Rhode Island compilations.

"Ship Registers and Enrollments of Providence, Rhode Island, 1773-1939". Vol.I, A-M. vii, 766 pp. Part 2, pp 766-1518. Providence, 1941.

Despite a slight inconsistency in numbering pages, the two parts of this volume are very well done. There is a chronological list of ships by building years as well as an index of persons. 3681 vessels are covered.

"Ship licenses issued to vessels under 20 tons and ship licenses on enrollments issued out of the port of Providence, Rhode Island, 1793-1939". Vol.II. vii, 240, 118 pp. Providence, 1941.

There are 720 vessels under 20 tons, with chronological list and index of persons. The 620 licenses on enrollments out of the port are not indexed.

"Ship Registers and Enrollments of Newport, Rhode Island, 1790-1939". Vol.I. vii and 810 pp. Providence, 1941.

2148 vessels, with chronological listing and index of persons. Pages 809-810 list a few Rhode Island vessels on English registers prior to 1776. Like the other Rhode Island volumes, this one has two pages of reasonably competent drawings illustrating the various rigs.

"Ship licenses issued to vessels under 20 tons and ship licenses on enrollments issued out of the port of Newport, Rhode Island, 1790-1939". Vol.II. viii, 332, 56 pp. Providence, 1941

893 and 317 vessels, respectively, with arrangement similar to vol.II of Providence

PENNSYLVANIA

(As far as we know, there were no projects operating in Connecticut, New York, or New Jersey)

"Ships Registers of Port of Philadelphia Pennsylvania" (1780-1870) Vol.1, A-D. viii and 293 leaves. 1462 vessels. Philadelphia, 1942.

This is apparently the only one of the four projected volumes that was actually issued. It has an index of persons and the usual statistical tables. As only registers were consulted, much of the commerce of Philadelphia is not represented.

LOUISIANA

"Ship Registers and Enrollments of New Orleans, Louisiana". Vol.1, 1804-1820; xv and 171 leaves; 924 entries; 1941 Vol.II, 1821-1830; xiii and 209 lv; 938 entries. Vol.III, 1831-1840; xvii and 291 lv; 1205 entries. Vol.IV, 1841-1850; xviii and 378 lv; 1541 entries. Vol.V, 1851-1860; xvii and 351 lv; 1362 entries. Vol.VI, 1861-1870; xv, and 363 lv; 1485 entries. University, Louisiana, 1942.

A valuable set of volumes, these include many documents of cotton traders not owned in New Orleans, but whose papers were recorded in the New Orleans custom house through surrendering an enrollment to take out a register, or vice versa. Each volume has a combined index of persons and places, as well as the usual statistical summaries.

CALIFORNIA

(A project was at work in San Francisco, but did not publish any volumes for that port.)

"Ship Registries and Enrollments, Port of Eureka, California, 1859-1920". 167 leaves. San Francisco, 1941.

We do not have a copy of this volume, and would be greatly indebted to any

reader who can put us in touch with a source of supply. We were off to the war at the time the small and unpublicized distribution of the volume was made.

OREGON

"Ship Registries and Enrollments, Port of Marshfield, Oregon, 1873-1941". viii, 78 leaves. Portland, Oregon, 1942.

This simple volume lacks the statistical summaries of the East Coast issues. Index of persons, and 367 vessels. Marshfield was the port of entry for Coos Bay.

"Ship Registries and Enrollments, Port of Portland, Oregon, 1869-1941". viii, 280 pages. Portland, Oregon, 1942.

Similar in scope to the Marshfield volume; 1177 entries, of which 1155 to 1177 are for Yaquina (Newport). A few vessels built on Grays Harbor, Washington, are included.

As an example of the information contained in these volumes, we reproduce an entry from the Marshfield book, p.22:

81. ECHO, barkentine of San Francisco. O.N.136573. Built at North Bend, 1896. 707.57 gross tons, 650.30 net tons; 183 ft x 39.4 ft x 15 ft. One deck, four masts, elliptic stern, sharp head.

Enrolled, No.2, at Coos Bay, Oct.16, 1896. Owners: A.W.Simpson 4/16, G.P. Simpson 1/16, Stockton, Calif.; Chas. E. Foye 4/16, James E.Perkins 1/16, F.P. Peterson 1/16, A.M.Simpson 5/16, San Francisco, Calif. Master: A.M.Simpson. Change of master: M.P.Woodside, entered Mar.3, 1898.

Enrolled, No.285, at San Francisco, Calif., Apr.1, 1907.

Registered (temporary), No.1, at Coos Bay, Sept.12, 1907. Owners: A.M.Simpson 5/16, Chas.E.Foye 2/16, James E.Perkins 1/16, Frank B.Peterson 1/16, Marine Investment Co.1/16, San Francisco, Calif.; A.W.Simpson 4/16, G.P.Simpson 1/16, Stockton, Calif.; Mrs.Alcyone Hill 1/16, Fruitvale, Calif. Master: not shown.

Enrolled, No.144, at San Francisco, Calif., Dec.10, 1908.

Registered (temporary), No.1, Sept.19, 1910. Owners: same. Master: O.W.Mont Eton, San Francisco, Calif.

In most cases, the name of the master carpenter appears on the vessel's first document, but for some reason it is not included in the case of ECHO and most of the other Coos Bay-built vessels.

EARLY FOUR-MASTED SCHOONERS

Over a period of years, we have expended considerable effort in running down and verifying references to four-masted schooners earlier than 1880, when WM.L. WHITE, the traditional "first" New England four-master, appeared. These searches have met with varying degrees of success. Three not so promising ones will be described first, followed by three that turned out successfully.

To start with, there is a reference to the wreck of a four-master prior to 1882 in an article on Great South Bay (N.J.) by David B. Tyler, in "American Neptune" for 1944, p.228. We followed this up with a letter to Dave Tyler, who replied that he felt the statement was doubtful, in view of his having obtained it nearly 60 years after the event. We were unable to trace any such wreck in the annual reports of the U.S.Lifesaving Service.

Another mention of an early four-master appears on p.35 of "Making of a Sailor" by F.P.Harlow (Salem, 1928). This is a detailed and circumstantial account of sailing in company with the four-master P.F. BUTMAN in 1875. Unfortunately, no vessel of that name can be traced in contemporary vessel lists. Mr.Harlow writes "'Making of a Sailor' was published 60 years after I saw her, and writing from memory I might have sailed into a fog but I hardly think so. Our mate was very emphatic that she was a new schooner and belonged to Taunton, Mass. Fall River, Mass., was another port where 4 masted schooners hailed from in the '70's."

The third wild goose chase comes from the book "When Ships Were Ships and Not Tin Pots" by Barnes (New York, 1930). On p.24 Barnes tells of doing gymnastics on the jumper stay of a four-master in the harbor of St.Johns, Newfoundland, about 1863. On pp.400-401 Barnes refers again to four-masters as the smallest class of sailing ships. However, in the introduction, Barnes tells us that he dictated the book. It is probable, therefore, that the author actually meant "foremaster" i.e., a two-masted topsail schooner.

More successful was the discovery, in "American Lloyd's Register" for 1882 of an entry for a four-masted schooner, the WEYBOSSET, converted in September 1879 from a steamer built in 1863. We found her listed as a four-master in "Merchant Vessels of the U.S.", located pictures of her printed at the time of her loss in collision with the wreck of the yacht ALVA

in July 1886, and finally found mention of her in Crowninshield's "Fore & Afters".

Another early mention of a four-master concerned the VICTORIA, operated out of San Francisco in connection with the Colorado River steamboats. Jerry MacMullen first turned her up ("Paddlewheel Days", p.103), and we found a note that a barge had been rebuilt into a schooner of that name in 1863. So we wrote the National Archives, and A.H.Leavitt replied that they did indeed have documents of the four-masted schooner VICTORIA, 344 44/95 tons, 163 x 29 x 7'9"; one deck and eagle beak figurehead, built as a barge in 1861 and rebuilt as a schooner in 1863. So VICTORIA heads our list of West Coast four-masters (p.68), just as WEYBOSSET leads off the East Coasters.

A few weeks ago, Mr. Frank Thober of Nutley, N.J., sent us word that a four-masted schooner, ELIZA of Montevideo, is listed in the American Shipmasters' Assn. "Record" for 1870. Sure enough, we found in the files of the Boston "Daily Advertiser" that ELIZA cleared Boston for Montevideo via St.John, N.B., on 28 April 1868, and sailed two days later. She is listed in one account as a schooner (four-masted), and in the other as a "quartette". Too bad the latter term did not stick; we might have had "quintets" and "sextets" also, along with terns, so that schooner would always mean a two-master, just as a sloop is always a one-master; and a lot of ambiguity would have been avoided. ELIZA was originally the Civil War gunboat OSCEOLA, built in 1863 by Curtis & Tilden at East Boston, and sold in October 1867. She measured 643 tons.

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SAILING SHIP NEWS

ALTA C., Hond.aux.3m.sch. Was in port at Bradenton, Fla., recently. We believe her to have been built at Bear River, N.S., 1927; 61 tons.

C.A.THAYER, 3m.Sch. 11 April sailed Paulsbo, Wash., for Bering Sea.

CITY OF ST PETERSBURG, 3m.Sch. Ram; ex MABEL & RUTH. Currently laid up for sale at Miami, Florida.

CONWAY, Br.tr.ship, built 1827-1839 as HMS NILE. Was moved from the Mersey to Bangor, Wales, in May 1941. 13 Apr. 1949 moved to new moorings at Plas Newydd in the Menai Straits.

DIAMOND HEAD, barge ex-ship GAINSBOROUGH built at London in 1866. 26 May 1949 sold at Seattle by General Petroleum Co.to Pacific Metal & Salvage Co.

EAGLE, USCG aux.tr.bark. 5 June 1949 left New London for London, Antwerp, Lisbon, Casablanca, Canaries, and home.

GOLDEN STATE, ex.3m.sch. Now lying in Los Angeles Harbor with only fore lowermast left. Had been rebuilt as sid.w.ss DOG STAR for "Rulers of the Sea" about 1939.

GRACE G.BENNETT, 3m.sch. Starting 6 June is taking dude cruises out of Havre de Grace, Md.; rate $71.50 per week.

HORIZONT, Russ.bktn. April 1949 passed Kiel Canal, bound to Vladivostok.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m. tr.sch. 24 April arr Annapolis, Md.; unable to dock till 26th on account of bad weather.

JUNGA, Russ.Bktn. Was at Plymouth, Eng., Sept.1947 en route Libau-Vladivostok. Described as tr.ship, but had no cadets

MERIDIAN, Russ.Aux.Bktn. One of 8 built Recently at Abo. 660 tons displacement; crew of 58; many deckhouses.

SAN LUIZ, barge. Built Port Richmond 1903 as S.O.Co.No.92. Recently scrapped.

SANTA CLARA, Cuban aux. (ex IRENE MYRTLE) Was in port at Miami a few months ago; now has only two masts.

SEA CLOUD, Aux.4m.Bk.yacht. Laid up at Jacksonville for the summer, with upper yards sent down.

SEUTE DEERN, Ger.Aux.Bk (ex 4m.sch ELIZABETH BANDI) Was reported in Sept.1948 serving as a floating restaurant in Hamburg.

STEWART T.SALTER, 3m.Sch. Feb.1946 was in collision off Key West; 6 months later taken to Miami; sold there a year afterwards.

WARSPITE, Br.ketch yacht. Has been acquired by the Marine Society and chartered to the Outward Bound Sea School for training.

(With thanks to Messrs. J.H.Burlinson, H. Burmester, G.P.Jones, J.Meer, J.Meyer, and A.Villiers; also acknowledgements to "Maritime Review" and "Sea Breezes")

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KRAG, Erik, "The famous sloop GJØA", Pac. Mar.Rev., pp 56-58, April 1949. Includes deck and construction plans.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1892
(arranged by builders)

Name / Later name	Rig	Gross	First owners / Year / Later owners	Deadweight
Schlesinger, Davis & Co., Wallsend-on-Tyne				
MAGWEN	Bark	1541	E. Richards & Co., London	
C. S. Swan & Hunter, Wallsend-on-Tyne				
MILTON STUART	4m.Bark	3178	Milton Stuart, Liverpool	5000
THEKLA			Germany	
John Blumer & Co., North Dock, Sunderland				
UNION	Bark	663	P.C.Svarrer, Nordby, Fanø, Denmark	
ESPERANCE	Bark	667	J.N.Jessen, Nordby, Fanø, Denmark	
CHARLES RACINE	Bark	1644	Sigval Bergesen, Stavanger, Norway	
William Pickersgill & Son, Southwick, Sunderland				
LODORE	Bark	1670	P.Iredale & Porter, Liverpool	2600
CARLA			J.Samuelsen & B.Olsen, Farsund, Norway	
MOWHAN	4m.Bark	2873	P.Iredale & Porter, Liverpool	----
OCEANA			Rhederi A/G von 1896, Hamburg	
NAWORTH CASTLE	Ship	1895	James Chambers & Co., Liverpool	3000
TARPENBEK			Knöhr & Burchard, Hamburg	
TAMARA XII		1922	Nordische Handels Ges.Hachfeld Fischer G.m.b.H., Hamburg	
ANDORHINA	4m.Bark	3440	E.F. & W. Roberts, Liverpool	5300
HELENE			A.D.Bordes & Fils, Dunkirk	
CONWAY CASTLE	Bark	1694	R. Thomas & Co., London (Completed 1893)	2650
Sunderland Shipbuilding Co., Sunderland				
FORT STUART	Ship	2433	Stuart & Douglas, Liverpool	
Robert Thompson & Sons, Sunderland				
LINDEN	Bark	1141	John Hopper, Sunderland	
INGEBORG			Denmark	
REGENT (iron)	Bktn	386	A.R.Braine, London	
Richardson, Duck & Co., South Stockton-on-Tees				
THE HIGHFIELDS	4m.Bark	2280	C.W.Kellock & Co., Liverpool	
ARRACAN	4m.Bark	2282	British & Eastern Shipp.Co.Lim., Liverpool	
CARLA		1913	H.H.Schmidt, Hamburg	
Southampton Naval Works, Southampton				
CROCODILE	4m.Bark	2555	Peel, Macalister & Son, Liverpool	
STOREGUT			S.O.Stray, Christiansand, Norway	
ANNIE MAUD	Ship	2036	Atkinson & Snape	
SCHWARZENBEK			Knöhr & Burchard, Hamburg	
Charles Hill & Son, Bristol				
POWYS CASTLE	Bark	1369	R.Thomas, London	
Milford Haven Shipbuilding Co.(T.R.Oswald & Co.), Milford Haven				
LYDERHORN	4m.Bark	2914	J.R.de Wolf & Son, Liverpool	4300
JERSBEK		1910	Knöhr & Burchard Nflg., Hamburg	

UNITED KINGDOM LAUNCHINGS, 1892, continued.

R.& J. Evans & Co., Brunswick Dock, Liverpool

KILLARNEY (iron)	Bark	1413	J.B.Walmsley & Co., Liverpool	
MEINWEN	Bark	1538	J.G.Evans, Liverpool	
ALFHILD			1910 Hansen & Andersen, Larvik, Norway	

W.H.Potter & Sons, Queens Dock, Liverpool

OSBORNE	4m.Bark	3166	Macvicar, Marshall & Co., Liverpool	4300
J.C.VINNEN			1911 Segelschiff J.C.Vinnen G.m.b.H., Bremen	
GUARDADORA (hulk)			Pacific Steam Navigation Co., Valparaiso	
BALMORAL (iron plates and steel beams)	4m.Bark	2614	Macvicar, Marshall & Co., Liverpool	----
DUNSTAFFNAGE	4m.Bark	3317	Macvicar, Marshall & Co., Liverpool	5120
MAGDALENE VINNEN			1910 Segelsch.Mag.Vinnen G.m.b.H., Bremen	

T. Royden & Sons, Queens Dock, Liverpool

JAMES KERR	4m.Bark	2420	Peel & McAllester & Sons, Liverpool	
ASEBEK			1910 Knöhr & Burchard, Hamburg	
MARIA			Gonzalez, Soffia & Co., Valparaiso	
FANNIE KERR	4m.Bark	2426	Peel & McAllester & Sons, Liverpool	

Naval Construction & Armaments Co.Lim., Barrow-in-Furness

UNIONEN (Tanker)	Bark	1738	Vestlandske Petroleum Co., Bergen, Norway	2500
CALCUTTA			Anglo-American Oil Co., London	

Williamson & Son, Workington

CARADOC	4m.Bark	2531	Caradoc Ship Co., London	
CONISHEAD	4m.Bark	2526	Con.Sail.Shp.Co.(Bourke & Huntrods), Workington	
ATHENE			B.Wencke Söhne, Hamburg	
COOROY			1914 Commonwealth of Australia, London	

Ritson & Co., Maryport

WYTHOP	Bark	1352	Joseph Davidson & Son, Whitehaven	2300
GARRYMOUNT				
ROSALIA D'ALI			1898 d'Ali, Trapani, Italy	
COASTWISE (barge)			1915 Clinchfield Navigation Co., Philadelphia	

Ailsa Shipbuilding Co., Troon

DUNREGGAN	Bark	1630	T.C.Guthrie, Village Line, Glasgow	2700

Scott & Co., Cartsdyke, Greenock

STONELEIGH	4m.Bark	2243	Gordon Cowan, Greenock	
GIFFORD	4m.Bark	2245	Briggs, Harvie & Co., Glasgow	
GUNFORD	4m.Bark	2261	Briggs, Harvie & Co., Glasgow	

Russell & Co., Greenock and Port Glasgow. Greenock yard.

PORT CALEDONIA	4m.Bark	2426	Crawford & Rowat, Glasgow	3750
ANCYRA	4m.Bark	2333	G.T.Soley & Co., Liverpool	3600
WANDSBEK			1904 Knöhr & Burchard, Hamburg	
KING JAMES	4m.Bark	2305	John A. Walker & Co., Glasgow	3600
SOFALA	4m.Bark	2301	G.M.Steeves, Liverpool	----
SARATOGA (compl.1893)	4m.Bk	2297	G.M.Steeves, Liverpool	3600
BEECHBANK	4m.Bark	2288	A.Weir, Glasgow	----
STØVEREN			1916 S.O.Stray & Co., Christiansand, Norway	
DONNA FRANCISCA	4m.Bark	2277	James Hayes & Co., London	3500
HERBERT			G.J.H.Siemers & Co., Hamburg	
LILLIAN L. ROBBINS	Ship	1833	John N. Robbins, Yarmouth, N.S.	2850
ANCENIS	(Bark)		1897 Capt.R.K.Kelley	
STAUT			G.Firing, Sandefjord, Norway	

UNITED KINGDOM LAUNCHINGS, 1892, continued

Russell & Co., Greenock yard, continued.

LITA	Ship	1751	H.N.A.Meyer, Hamburg	
INDRA			Wachsmuth & Krogman, Hamburg	
TONAWANDA		1917	U.S.Shipping Board, New York	
DONNA JULIA	Bark	1432	James Hayes & Co., London	2350
AUCHMOUNTAIN	Bark	1460	Auchmountain Co.(William Walker & Co.), Greenock	2400

Russell & Co., Port Glasgow & Greenock, Kingston Yard, Port Glasgow

SOMALI	4m.Bark	3537	G.M.Steeves, Liverpool	5200
ALSTERDAMM			A/G Alster, Hamburg	
ADOLF VINNEN			Bremer Stahlhof A/G, Bremen	
MAE DOLLAR		1921	Robert Dollar Co., San Francisco	
PACIFIC CARRIER (barge)		1929	Pacific Coyle Navigation Co., Vancouver	
ISLAND CARRIER			Island Tug & Barge Co., Victoria	
AUSTRASIA	4m.Bark	2718	J. & W. Goffey, Liverpool	4100
GUSTAV		1909	August Bolten, Hamburg	
MELBOURNE		1927	Altona, Germany	
ORANASIA	4m.Bark	2706	J. & W. Goffey, Liverpool	4100
ALSTERFEE			A/G Alster, Hamburg	
LUCY VINNEN			Bremer Stahlhof A/G, Bremen	
TAMARA		1921	Greek Government	
MAYOTTE			Greek Government	
HEDWIG HEMSOTH			Danzig	
MOZAMBIQUE	4m.Bark	2433	James Boyd & Son, Glasgow	3800
ULRICH		1911	Aug.Bolten, Wm.Millers Nfl., Hamburg	
SYDNAES		1916	S.O.Stray, Christiansand, Norway	
MORETON	4m.Bark	2428	J.H.Welsford & Co., Liverpool	3800
EILBEK			Knöhr & Burchard, Hamburg	
TAMARA XV		1921	Nord.Hand.Ges.Hachfeld Fischer GmbH, H'brg.	
JORDANHILL	4m.Bark	2291	J.R.Dickson & Co., Glasgow	3600
AUGUSTELLA			Soc.Ital.di Nav."Stella d'Italia", Genoa	
MINERVA			Spanish Government	
LARGIEMORE	Ship	1938	Thomson, Dickie & Co., Glasgow	3100
ISLE OF ARRAN	Ship	1918	William Jeffrey & Co., Glasgow	3600
CAMBUSKENNETH	Ship	1925	Robert Russell & Co., Glasgow (Compl.1893)	--
EARL OF HOPETOUN	Ship	1896	J.D.Thomson, Grangemouth	3000
DALCAIRNIE	Ship	1841	J.M.Campbell, Glasgow	3000
STJORN	Bark	1570	A. & F. Smith, Tvedestrand, Norway	2500
TROPIC		1901	Sweden	
AUGUST		1912	August Troberg, Mariehamn	
RAVENSCOURT	Bark	1462	Stevenson & Ferguson, Greenock	2400
SARVFOS			A/S Excelsior (S.O.Stray & Co.), Christian-	
FAHRWOHL	Bark	1445	Carl Winters, Elsfleth, Germany	2300 /sand.
GEORGE N. WILCOX	Bark	1407	J.C.Pflüger, Bremen. (Commenced by Charles J. Bigger at Londonderry and completed by Russell at Port Glasgow)	

Anderson Rodger & Co., Port Glasgow (formerly Russell & Co.Bay Yard)

SEVERN	Auxiliary Bark	1364	W.B.Willson, Glasgow (built by Russell)	2200
AMULREE	Bark	1433	John Stewart & Co., London (" " ")	2340
EARL CADOGAN	Bark	1434	F.M.Tucker, London (built by Russell)	2340
BØLGEN			A/S Bølgen (O.T.Tønnevold), Grimstad	
BEACON ROCK	Ship	1917	James Cornfoot & Co., Glasgow	3100
KOMET		1910	A/S Komet (Daniel Steen), Oslo	
CATE		1913	Th. Brovig, Farsund	
BALLACHULISH	Ship	1901	Hugh Hogarth, Glasgow	3100
SANDVIGEN		1910	A/S Sandvigen (S.O.Stray), Oslo	
COLINTRAIVE	Ship	1907	Hugh Hogarth, Glasgow	3100
CAMBRIAN HILLS	Ship	1760	Thomas Williams & Co., Liverpool	2800

Robert Duncan & Co.Lim., Port Glasgow

ACHNASHIE	4m.Bark	2476	Thom & Cameron	4000
CHANARAL			A.D.Bordes & Fils, Dunkirk	
THRACIA	4m.Bark	2154	William Thompson & Co., Liverpool	3600
CAPE CLEAR	4m.Bark	2129	Lyle Shipping Co., Greenock	3600
AMERIQUE		1899	A.D.Bordes & Fils, Dunkirk	
JOHN ENA	4m.Bark	2842	San Francisco Shipping Co., Honolulu	4500
CAPE WRATH	4m.Bark	2140	Lyle Shipping Co., Greenock	3600

William Hamilton & Co., Port Glasgow

TRAVANCORE	Ship	1936	W. & J. Crawford, Greenock	3000
CLAUS			C. Krabbenhoft & Bock, Hamburg	
LAURA			Valparaiso, Chile	
BARFILLAN	Ship	2197	Hamilton, Harvey & Co.	3700
CATERINA F.		1908	Italy	
REGINA PACIS			Italy	
HYDERABAD	Ship	2195	W. & J. Crawford, Greenock	3700
AUDNY			K.T.Einersen, Oslo	
IQUIQUE	Ship	1941	Brodersen, Vaughan & Co., Liverpool	3250
CELTIC GLEN		1909	R.Hughes Jones & Co., Liverpool	
RIVERFORD				
CARTHFORCE		1918	Marine Nav.Co., Montreal	
BLACKBRAES	Ship	2207	Potter Brothers, London	3800
LUNA			Wachsmuth & Krogmann, Hamburg	
KASSAI			Enterprises Maritimes Belges SA, Antwerp	
MONTE BIANCO			Genoa, Italy	

Archibald McMillan & Son Lim., Dumbarton

FRIARS CRAG	Bark	1433	W.S.Kennaugh & Co., Whitehaven	
FERNBANK	Bark	1429	Andrew Weir, Glasgow	
OAKBANK	Bark	1429	Andrew Weir, Glasgow	
INVERSNAID	Bark	1418	George Milne, Aberdeen	2300
GARTHSNAID			Marine Nav.Co., Montreal	
EDWARD PEMBROKE	Bark	1225	James Hardie, London	2100
OLIVIA	Bark	1236	T.B.Olsen, Christiansand, Norway	
DANIEL M. MUNRO (barge)		1904	Windsor, N.S.	
ARIEL	Bark	881	G.Sharpe, Liverpool	
INVERCOE	Bark	1421	George Milne & Co., Aberdeen (Completed 1893)	

D. & W. Henderson, Partick, Glasgow

TORRISDALE	4m.Bark	2316	J.& A.Roxburgh, Glasgow	

Fairfield Shipbuilding & Engineering Co.Lim., Govan, Glasgow

CHILTONFORD	4m.Bark	2348	Briggs, Harvie & Co., Glasgow	3850
CHILE		1915	E. Monsen & Co., Tvedestrand	
ASALIA		1916	Thv.B.Heistein & Sons A/S, Christiansand	

Mackie & Thomson, Govan, Glasgow

CEDARBANK	4m.Bark	2825	Andrew Weir, Glasgow	4480
OLIVEBANK	4m.Bark	2824	Andrew Weir, Glasgow	4500
CALEDONIA		1922	Joh. Lorentzen, Oslo	
OLIVEBANK		1924	Gustav Erikson, Mariehamn	

Alexander Stephen & Sons, Linthouse, Govan, Glasgow

AFON CEINT	4m.Bark	2066	Hughes & Co., Liverpool	

UNITED KINGDOM LAUNCHINGS, 1892, continued

Barclay Curle & Co.Lim., Whiteinch, Glasgow

CELTICBURN	4m.Bark	2655	Robert Shankland & Co., Greenock	
CIRCE SHELL	(aux.tanker)		1919 Anglo-Saxon Petroleum Co.	
PELEUS	Ship	2122	A. & J.H.Carmichael & Co., Greenock	
ADOLPHE			A.D.Bordes & Fils, Dunkirk	
CHIPPERKYLE	Bark	1709	Captain James Rae, Liverpool	
HIDDEKEL	4m.Bark	2655	Robert Hill, Greenock	
BALASORE	4m.Bark	2724	Eyre, Evans & Co., Liverpool	
DALBEK			Knöhr & Burchard, Hamburg	
RED JACKET			1917 U.S.Shipping Board, Portland, Ore.	
MONONGAHELA			1917 U.S.Shipping Board, Portland, Ore.	

Charles Connell & Co., Whiteinch, Glasgow

HAWAIIAN ISLES	4m.Bark	2097	Hawaiian Construction Co., Honolulu	
STAR OF GREENLAND			Alaska Packers Association, San Francisco	
ABRAHAM RYDBERG			1930 Rydberkska Stiftelsen, Stockholm	
FOZ DO DOURO			1943 Portugal	
FLOTOW	Ship	1863	R.M.Sloman, Hamburg	
ALSTERKAMP			A/G Alster, Hamburg	
ARNOLDUS VINNEN			Bremer Stahlhof A/G, Bremen	
GAMECOCK			1917 U.S.Shipping Board, Seattle	
CHILLICOTHE			1918 U.S.Shipping Board, Seattle	
KOELLIKER	Ship	1862	R.M.Sloman, Hamburg	
SAINT MUNGO	Ship	1955	St.M.Shipp.Co.(A.Mackay & Co.), Glasgow	
SAINT ENOCH	Ship	1955	St.E.Shipp.Co.(A.Macka? & Co.), Glasgow	
CASTLE ROCK	Ship	1912	James Cornfoot & Co., Glasgow	
MARIOM FRAZER	4m.Bark	2396	Rogers & Co., Glasgow	3800
MARION JOSIAH	4m.Bark	2394	Rogers & Co., Glasgow	3800
TIJUCA			A.D.Bordes & Fils, Dunkirk	
SAMOENA	Ship	1962	J.D.Clink, Greenock	
YARANA	Ship	1965	J.D.Clink, Greenock	
SAINT MIRREN	Ship	1956	St.M.Shipp.Co.(A.Mackay & Co.), Glasgow	
MARGARET A.B.CARSWELL	Bark	1436	John Carswell, Greenock	
ANNASONA				

John Reid & Co.Lim., Whiteinch, Glasgow

RIMAC	4m.Sch.	916	Nicholson & McGill, Liverpool	
YOLA	Ship	1490	McDiarmid, Greenshields & Co., Liverpool	

Alexander Stephen & Son,Dundee

MELITA	4m.Bark	2857	Builders (Iron frame, steel plates)	4400
MARTHE			1894 A.D.Bordes & Fils, Dunkirk	

W. B. Thompson & Co.Lim., Dundee

LAWHILL	4m.Bark	2942	Charles Barrie, Dundee	4700

Cumming & Ellis, Inverkeithing

ADELAIDE (Iron)	Bark	414	J.C.Peacock & Co., Glasgow	650
MADELEINE CONSTANCE	(aux)		1916 Job Brothers & Co.Lim., St.Johns, NFL.	
LILLIE	Bktn	331	O.Wingaard, Christiansand	

Grangemouth Dockyard Co., Grangemouth and Alloa, Alloa yard

LORD RIPON	4m.Bark	2765	John Herron	4300
NAL			1901 Rhederi Visurgis A/G, Bremen	
NORTH STAR	4m.Bark	2761	A.Bilbrough & Co., London	4300
ALSTERUFER			A/G Alster, Hamburg	
SUZANNE VINNEN			Bremer Stahlhof A/G, Bremen	
CARRABIN			1914 Requisitioned by British Government, Lond.	
CARA	Bark	1502	A.O.Lindvig, Kragerø, Norway	
BERTHA	Bark	1653	Joh. H. Soost, Hamburg	
BOHUS			1917 G.Carlson, Gothenburg, Sweden	
ALCIDES	4m.Bark	2704	John R. Haws & Co., Liverpool	
HENNY CLEMENT	Bark	1656	Ernst Burchard & Co., Germany	

Grangemouth yard

MARCO POLO	Bark	1646	C.M.Matzen, Hamburg	2600
MARACAIBO	Bktn	323	Captain M.N.Mathiasen, Fanø, Denmark	550
MARY ISABEL	3m.Sch	339	J. Sutcliff & Son, Grimsby	536
MARJORY GLEN	Bark	1087	Wm. Blair & Co.	
AMERICANA	4m.Sch	901	P. Braun, Honolulu	
RIVER HUNTER	Bktn.	315	Newcastle Shipping Co.Lim., Newcastle NSW	536

Ramage & Ferguson Lim., Leith

CROWN OF AUSTRIA	4m.Bark	3137	Robertson, Cruikshank & Co., Liverpool	
VALHALLA	Aux.Ship	1211	Yacht	

Charles J. Bigger, Londonderry

ESMERELDA	Bark	1094	Cesar Wehrhahn, Hamburg	1700
BIRKDALE	Bark	1483	J. Henry Iredale, Liverpool	2400
WILLIAM TILLIE	Ship	1880	William Mitchell, Londonderry	3000
WILLIAM MITCHELL	Ship	2035	William Mitchell, Londonderry	----
GEORGE N. WILCOX	Bark	1407	(Completed at Port Glasgow by Russell & Co.)	

Paul Rodgers & Co., Carrickfergus

MARY B. MITCHELL	3m.Sch	227	W.M.Preston (O.T.Jones), Beaumaris	
FORD FISHER	3m.Sch	135	James Fisher & Sons, Barrow	
POOL FISHER	3m.Sch	135	James Fisher & Sons, Barrow	
RESULT	3m.Sch	122	T. Ashburner, Barrow (Completed 1893 by R.Kent & Co.)	

Harland & Wolff, Belfast

DAMSON HILL	4m.Bark	2087	G.W.Wood, Liverpool (Completed 1893)	
NIOBE			Rhederi Visurgis A/G, Bremen	
HARALD			Hachfeld Fischer G.m.b.H., Hamburg	
LORD TEMPLEMORE	4m.Ship	3045	Irish Shipowners Co.(T.Dixon & Sons), Belfast	
ALSTERNIXIE			A/G Alster, Hamburg	5000

Workman, Clark & Co.Lim., Belfast

CAVE HILL	4m.Bark	2246	Belfast Shipowners Lim., Belfast	3720
CROWN OF GERMANY	4m.Bark	2241	Crown S.S.Co.Lim., Belfast	3770
FISCHBEK			Germany	
GOODRICH	4m.Bark	2243	Boyd Brothers & Co.Lim., Belfast	3700
FENNIA				
FIONASHELL				
SOUTH AFRICAN	Bark	438	Harrower & Workman, Belfast	
MARIE HELENE				
ALICE MARIE				
H.C.DREYER				
LAURISTON	4m.Ship	2301	Galbraith & Moorhead	3680
TOVARISCH			Soviet Government	

UNITED KINGDOM SHIPBUILDING IN 1892

Continuing and extending the boom in sailing ship building that began in 1891, this was the last year in which the total world's tonnage of sailing ships did not show a net decline.

Iron was practically out of the picture as a shipbuilding material, as only three small vessels are listed as iron-built, with two four-masted barks of mixed construction. One, BALMORAL, had iron plates over steel beams, an ideal combination from the point of view of resistance to corrosion; the other, MELITA, had steel plates over an iron frame. This latter arrangement was more common in the early days of the application of mild steel to shipbuilding, reflecting the superior ease with which steel plates could be rolled, but the lack of confidence that was placed in steel as a structural material. Improvements in metallurgy and better inspection of steel in the process of manufacture finally led to the production of steel both stronger and cheaper than wrought iron, resulting in lower hull weights and less initial cost.

The four-masted bark by now was standard for large vessels. The largest three-masted ship of 1892 was FORT STUART of 2433 tons, and the largest three-masted bark CONWAY CASTLE of 1694 tons. The three biggest four-mast barks were ANDORHINA of 3440 gross and 5300 deadweight, launched 11 August 1892; SOMALI of 3537 gross and 5200 deadweight, launched 25 July; and DUNSTAFFNAGE of 3317 gross and 5120 deadweight, launched 9 November.

The only four-masted ships were LORD TEMPLEMORE and LAURISTON. Other rigs included RIMAC and AMERICANA, both of which were best known as four-masted topsail schooners (yards on the foremast only), but both of which at one time or another are credited with carrying yards on the foremast (see "American Neptune," vol.2, pp.326-327).

The bark UNIONEN was another of that little group of sailers designed as oil tankers, at a time when the art of keeping petroleum vapors away from the fire rooms of steamers had not yet been mastered, and tank steamers were still regarded as poor insurance risks.

Three 1892 vessels were built for American ownership, to be registered under the Hawaiian flag. One was AMERICANA, a lumber carrier managed for many years by C.A.Hooper & Co., San Francisco, for the Pacific Shipping Co., and finally lost with all hands in 1913.

Another was JOHN ENA, a fine four-mast bark with a figurehead of her namesake, a Chinese merchant of Honolulu. Her principal owner was A.P.Lorentzen of San Francisco, who sold her in 1916 to Mayor Rolph. In the next few years she passed from Rolph to Standard Oil of California to Robert Dollar to James Botts. In 1925-26 she made a round trip under tow from the West Coast to the East Coast in connection with the filming of some sea epic; she was dismasted on the return trip and after a spell on the mud at Alameda, California, was scrapped at Los Angeles in 1933.

HAWAIIAN ISLES, a beautiful three-skysail yarder, was built for a San Francisco group and registered under the nominal ownership of John Ena at Honolulu. In 1900 she became part of the Welch & Co.Planters Line, which was absorbed in 1908 by Matson. In 1909 she was sold to the Alaska Packers and in 1929 was bought by the Rydberg Foundation of Stockholm as a training ship. As ABRAHAM RYDBERG she was laid up at Baltimore in 1942 and the following year was sold to Portuguese owners, who installed diesels in her at Philadelphia in 1945 and have since chopped away all but her lower masts.

SEVERN, a steam auxiliary, was built to run in the Rio coffee trade for W.B.Willson of Baltimore, but stayed under the British flag.

Other 1892 ships later under U.S.ownership include the following: BALASORE, as DALBEK, was seized at Portland, Oregon, in 1917; six years later she was bought by the Charles Nelson Co.as MONONGAHELA, and in 1936 was sold to become a log barge. She was wrecked on Vancouver Island around 1943

FLOTOW was also seized in 1917; along with CHILLICOTHE, formerly LITA, she was bought in 1922 by the Columbia River Packers Assn., who sold them in 1927, and both eventually became hulks in New Caledonia.

SOMALI, as ADOLF VINNEN, was one of the German ships at Santa Rosalia, Mexico, bought in 1920 by the Dollar Line of San Francisco, eventually becoming a log barge.

WYTHOP became a barge under the American flag in 1915, with the name COASTWISE. For many years she was owned by the Sipsey Barge & Towing Co.of New Orleans.

OLIVIA became the gypsum barge DANIEL M.MUNRO, and, fitted with diesel engines, is still operating between the Bay of Fundy and New York, we understand.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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THE SHIPBUILDERS OF HUMBOLDT BAY -- IV.

H.D.BENDIXSEN

There is an important Danish element among the population of Humboldt County, resulting from the fact that the region was opened to settlement just after the annexation of Slesvig-Holstein to Prussia, and the consequent emigration of Danes of draft age. It is not surprising, therefore, that we find that the leading shipbuilder of the region was a native of the Jutland peninsula.

Hans Ditlev Bendixsen was born in Thisted, Denmark, 14 October 1842, the son of Consul F.C. and Mariane von Mehren Bendixsen. After his confirmation, he served a two-year apprenticeship to a shipbuilder at Aalborg; then worked for two years in the same trade at Copenhagen; and then went to sea as a carpenter.

After a trip to Brazil, he came to San Francisco in 1863. Here skilled carpenters earned $4 a day; and here young Hans stayed. He worked in the San Francisco Bay shipyards for a few years, and then moved to Eureka. He seems to have been employed, perhaps as a foreman, in the construction of the barkentine EUREKA and brig NAUTILUS in 1868; and one source lists him as builder of the 149-ton two-mast schooner DASHING WAVE in 1867 and of the 35-ton schooner LUELLA in 1868, the latter having been built in a yard adjoining Cousins'.

Other accounts indicate that Bendixsen commenced independent shipbuilding at Eureka in the K-street yard later occupied by Peter Matthews, in 1869. Here Bendixsen & McDonald built the 99-ton two-mast schooner FAIRY QUEEN for the Sacramento River trade. The following year, 1870, Bendixsen built the 144-ton centerboard schooner UNDINE for Captain Kustel. He subsequently built:

1872 LILLIE JONES	Steamer	38 tons
1872 ELVENIA	2m.Sch	148
1873 SILVA	Steamer	41
1873 AURORA	2m.Sch	193
1873 JOHN McCULLOUGH	2m.Sch	72
1874 GOLDEN GATE	2m.Sch	97
1874 HUMBOLDT	2m.Sch	138
1874 O.S.FOWLER	2m.Sch	35

During this period he apparently also built the schooners ATLANTA, LOVELY, MARIAN, MARY, STELLA, and VENUS, of 65 to 80 tons, but we have as yet been unable to confirm the existence of these vessels in government records. In 1875 Bendixsen left the Eureka site and acquired a tract of land on the sandspit north of the entrance to Humboldt Bay, across from the town of Eureka and next to the lighthouse reservation. Here, where the village of Fairhaven sprang up, he built ships for a quarter of a century, surviving fires and depressions.

In 1875 Bendixsen built three small schooners for Tahitian owners, LA GIRONDE, VINI, and VARAO, as well as the brig PALOMA. His output for the next years:

1875	MARY SWANN	2m.Sch	143
1875	PALOMA	Brig	224
1875	J.G.WALL	2m.Sch	98
1875	LOTTIE COLLINS	2m.Sch	69
1875	LAURA PIKE	2m.Sch	145
1875	JOHN N. INGALLS	2m.Sch	95
1875	PAULINE COLLINS	2m.Sch	69
1876	ALBERT & EDWARD	2m.Sch	96
1876	MARTHA W.TUFT	2m.Sch	173
1876	MARY BUHNE	2m.Sch	147
1876	EXCELSIOR	3m.Sch	348
1876	LIZZIE MADISON	2m.Sch	131
1876	MAXIM	2m.Sch	117
1876	ABBIE	2m.Sch	146
1876	SAN BUENAVENTURA	2m.Sch	180
1876	CHRISTINA STEFFENS	"	70
1876	DAVID & ETTIE	2m.Sch	69
1876	GUSSIE KLOSE	2m.Sch	94
1876	MORNING STAR	2m.Sch	99
1877	COMPEER	3m.Sch	347
1878	ALTA	Strn.Whl.Stmr	104
1878	GEORGIE R. HIGGINS	2m.Sch	96
1878	ORION	2m.Sch	117

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UNITED KINGDOM SHIPBUILDING, 1893.96

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In 1878 Bendixsen was in partnership with a man named Peterson, probably Thomas H.Peterson, who built many small schooners along the Mendocino coast; but the arrangement lasted only a few months. Another Tahitian schooner, the 65-ton HINAARI, was turned out in 1878. During this period Bendixsen also rebuilt the paddle tug MARY ANN, which originally was built in Philadelphia in 1852; and in 1877 he repaired the ALBERT & EDWARD after she foundered on Humboldt Bar.

The last column in the following table gives the proportional share of each vessel owned by Bendixsen himself, as given in the WPA volume of Eureka Ship Registers:

1879	DAISY ROWE	2m.Sch	122	---
1880	IDA McKAY	3m.Sch	187	---
1881	VEGA	3m.Sch	245	---
1881	BERTHA DOLBEER	3m.Sch	242	---
1881	CHARLES HANSON	2m.Sch	192	---
1882	FALCON	3m.Sch	205	1/16
1882	MABEL GRAY	3m.Sch	205	---
1882	NEPTUNE	2m.Sch	184	---
1883	CITY OF PAPEETE	3m.Bktn	389	0
1883	JESSIE MINOR	3m.Sch	261	0
1883	VOLANT	3m.Sch	172	0
1884	BERTIE MINOR	3m.Sch	272	0
1884	OCCIDENTAL	3m.Sch	209	1/16
1886	FORTUNA	2m.Sch	145	1/8
1887	BARBARA HERNSTER	2m.Sch	148	0
1887	ESTHER BUHNE	3m.Sch	287	1/16
1887	WM.F.WITZEMANN	4m.Sch	473	0
1888	ALLEN A.	3m.Sch	342	0
1888	GLENDALE	3m.Sch	296	0
1888	NORTH FORK	Stm.Sch	322	0
1889	CHARLES E. FALK	3m.Sch	298	1/8
1889	H.C.WRIGHT	3m.Sch	290	1/16
1890	G.W.WATSON	3m.Sch	452	1/16
1890	SEQUOIA	3m.Sch	341	1/16
1890	AZALEA	3m.Sch	344	1/16
1890	SADIE	3m.Sch	310	0
1890	LUCY	3m.Sch	309	0
1891	ROY SOMERS	3m.Sch	314	1/8
1891	R.W.BARTLETT	4m.Sch	521	1/8
1891	CZARINA	3m.Sch	230	0
1892	CHARLES R. WILSON	3m.Sch	345	1/8
1892	LOUISE	3m.Sch	346	0
1892	HILO	3m.Bktn	644	1/16
1892	OTTILLIE FJORD	3m.Sch	261	1/16
1892	JANE L. STANFORD	4m.Bktn	970	1/16
1892	O.M.KELLOGG	3m.Sch	393	1/16
1895	C.A.THAYER	3m.Sch	453	1/4
1895	MAWEEMA	3m.Sch	453	1/8
1896	ALBERT MEYER	3m.Sch	459	3/16
1896	METHA NELSON	3m.Sch	460	7/32
1896	DEFENDER	4m.Sch	446	9/32
1896	HUMBOLDT	Steamer	1075	*
1896	ALLIANCE	Stm.Sch	679	0
1897	WAWONA	3m.Sch	468	5/24
1897	MILDRED	3m.Sch	464	7/32
1897	HUTTEMEE	Stm.Sch	341	---
1898	H.D.BENDIXSEN	4m.Sch	641	5/32
1898	A.M.BAXTER	4m.Sch	516	7/32
1898	JAMES H.BRUCE	4m.Sch	537	1/4
1898	FULTON	Stm.Sch	380	---
1899	WILLIAM CARSON	4m.Bktn	890	1/16
1899	JAMES ROLPH	4m.Sch	596	1/16
1899	DESPATCH	Stm.Sch	698	---
1899	S.T.ALEXANDER	4m.Sch	779	0
1900	STANLEY	3m.Sch	355	0
1900	SANTA PAULA	4m.Sch	650	---
1900	NOME CITY	Stm.Sch	939	---
1900	IAQUA	Stm.Sch	712	1/32
1900	JOHN PALMER	4m.Bktn	1187	0
1900	IRENE	4m.Sch	772	1/16
1901	ALVENA	4m.Sch	772	1/16

*owned by a corporation, in which Bendixsen very likely was a stockholder.

With the launching of ALVENA, on 21 February 1901, Bendixsen retired from active shipbuilding, and sold his plant for a reputed $250,000 to a San Francisco group who incorporated it as the Bendixsen Shipbuilding Company. He died on 12 Feb. 1902, and was buried in Thisted the following May.

Bendixsen had been married twice, the first time to a Danish lady, the widow of a Captain Nissen. His second marriage, on 20 Jan.1880, was to Mrs. Emma Taegen of Emmerich-am-Rhein. She survived him, erected a monument to him in Thisted, and gave money to the support of the needy of that town.

The total number of vessels that Bendixsen built is stated to be 113; but it is likely that some rebuildings are included in the total, as well as some hulls, like the LAURA MAY of 1868, that he worked on in the yards of other builders. He seems to have rebuilt the 128-ton schooner WESTERN HOME in 1883, for example. Another possible addition to his list is the 147-ton EDWARD PARKE of 1877, for which Augustus Vernon signed the carpenter's certificate, but which is credited to Bendixsen in a newspaper account in 1879.

It is interesting to observe that John Lindstrom, already written up in this series (LC p.52-53), owned 1/32 of the WAWONA (1897). John Joyce owned 1/32 each of the JAMES H.BRUCE and JAMES ROLPH.

The schooner H.D.BENDIXSEN, which was first managed by J.H.Bruce of San Francisco, later passed to Eschen & Minor. In 1923 they sold her to H.Liebes & Co., who renamed her ARCTIC, installed an engine, and put her in the fur trade. She was lost at Point Barrow in August 1924.

THE H.D.BENDIXSEN SHIPBUILDING CO.

The Fairhaven shipyard acquired early in 1901 by the Bendixsen Shipbuilding Company remained active until after World War I. During this period it specialized in steam schooner hulls, which were towed to San Francisco for machinery. The following vessels were built:

	1901		
CHEHALIS	St.Sch	663	Sudden & Christn.
KOHALA	4m.Bktn	891	Hind, Rolph & Co.
GEORGINA	4m.Bktn	998	Jacob Jensen
	1902		
ESPADA	4m.Sch	777	Sudden & Christn.
BOREALIS	4m.Sch	764	Charles Nelson
	1903		
POMO	St.Sch	368	Swayne & Hoyt
	1904		
CRESCENT	5m.Sch	1443	Charles Nelson
F.A.KILBURN	St.Sch	997	Watsonville Tr.Co.
NORTHLAND	St.Sch	845	E.J.Dodge
HAROLD DOLLAR	" "	915	R.Dollar Co.
CASCADE	St.Sch	504	C.R.McCormick
TOLEDO	Stmr	211	A.Fay, Eureka
	1905		
WASP	St.Sch	563	Fred Linderman
DAISY MITCHELL	" "	612	W.A.Mitchell
RAVALLI	St.Sch	998	Hammond Lumb.Co.
	1906		
SVEA	St.Sch	618	Henry Wilson
YOSEMITE	St.Sch	827	C.R.McCormick
HOQUIAM	St.Sch	644	Bowes & Andrews
DAISY FREEMAN	" "	614	W.A.Mitchell
	1907		
YELLOWSTONE	St.Sch	767	C.R.McCormick
TAHOE	St.Sch	751	Bowes & Andrews
FLAURENCE WARD	St.Aux,2m.Sch.	267	Commercial Pacific Cable Co.
	1908		
KATHERINE	St.Sch	531	Redwood SS Co.
SHOSHONE	St.Sch	646	C.R.McCormick
	1909		
KLAMATH	St.Sch	1083	C.R.McCormick
	1910		
FORT BRAGG	St.Sch	705	C.H.Higgins
NEHALEM	St.Sch	632	Hammond Lumb.Co.
	1911		
WILLAMETTE	St.Sch	903	C.R.McCormick
	1912		
NECANICUM	St.Sch	752	Hammond Lumb.Co.
	1913		
MARY OLSON	St.Sch	848	Mary Olson Co.
	1916		
SANTIAM	St.Sch	946	Hammond Lumb.Co
	1917		
FLAVEL	St.Sch	967	Hammond Lumb.Co.
HALCO	St.Sch	970	Hammond Lumb.Co.
TRINIDAD	St.Sch	974	Hammond Lumb.Co.

All owners in the above table were located in San Francisco, except A.Fay.

In 1902 the yard also rebuilt the hull of the steam schooner ALOHA, 256 tons, which had been originally built by Hay & Wright at Alameda in 1898, and which had suffered a bad fire. The product, owned by C.P.Doe of San Francisco, was rechristened PHOENIX.

It is not easy to obtain information as to the master shipbuilders associated with the yard under the new management. Robert Banks, who later was with the firm of Kruse & Banks on Coos Bay, owned 1/64 of ESPADA, indicating that he likely was her master carpenter. William McDade is associated with TOLEDO, SHOSHONE, NECANICUM, SANTIAM, and FLAVEL. KATHERINE and TAHOE were built during John Lindstrom's period of association with the firm, and J.H. Price is listed as builder of FORT BRAGG and NEHALEM. From 1910 until 1917, the plant was leased to the Hammond Lumber Co.

In 1917 the Bendixsen yard was acquired by Mayor Rolph of San Francisco and his associates, and the later history of the organization will be the subject of a further article in LOG CHIPS.

At this point it should be observed that Lloyd's Register lists the 4m.Sch.CECILIA SUDDEN of 1902 as built in the Bendixsen yard. This vessel was actually built at Fairhaven (now Bellingham) in the state of Washington, by Charles Fulton.

MORE ON COOKSON AND MURRAY

On p.52 of LOG CHIPS we omitted two early vessels by these builders. Murray is credited with building the 295-ton barkentine EUREKA in 1868 for Kentfield, Buhne & Jones at their mill on Gunter's Island; while Alex Cookson was master builder of the 47-ton centerboard schooner OSCEOLA in 1869.

VESSELS BUILT AT EUREKA, BUILDERS UNKNOWN

In this series we have so far accounted for all but a handful of the vessels built on Humboldt Bay in the 19th Century. The schooner SALVATOR, a four-master of 467 tons built in 1890 at Eureka, has still defied our efforts at identifying the builder, although we would not be surprised to find it was Peter Matthews.

The 127-ton two-master GOLDEN FLEECE of 1875 likewise is a mystery. American Lloyds for 1882 gives the name of her builder as "Wang", which still leaves us baffled.

Then there were three stern-wheel steamers, ADA, ANNIE, and ARGO, whose builders we have not yet traced.

OFFICIAL FLAG BOOKS

One of the fascinating collateral fields in the study of maritime history is the topic of flags carried by ships; a field, by the way, which has so far been almost entirely neglected in this country. Possession of a certain amount of flag lore is often of great assistance in identifying graphic materials, particularly paintings, pertaining to ships. In most older photographs, unfortunately, the ensign either hangs limp and unrecognizable in a calm, or has fluttered so much during the long exposure that its markings are indistinguishable.

Perhaps the best sources of information concerning maritime flags of the past are the various manuals issued by naval authorities. The Admiralty flag book is highly esteemed, and the German one is a model of thoroughness; we have also seen excellent French and Austrian naval flag books from the 19th Century. In contrast, the United States efforts in this direction are relatively undistinguished; nevertheless they are good source material. Prepared in Washington, with foreign legations available for consultation, these volumes are probably the best contemporary authority for flag usage by the agencies of the U.S.Government.

The first such publication, "Flags of Maritime Nations", was issued in 1868 by the Bureau of Navigation, under the direction of the Secretary of the Navy. It had 18 color plates of flags, prepared by Endicott & Co., New York. Most copies have a red flag with star and crescent pasted over a green flag with star and crescent for Egypt on Plate 17.

The second edition, 1870, was made necessary by changes in personal flags in the U.S.Navy. Its plates 1, 2, 2a, and 17 were redrawn anonymously, and 15 Endicott plates were retained.

The third edition, 1873, was a somewhat larger volume, 11" tall compared with the previous 10¼". It now included personal flags -- flag-officers' and standards of reigning families -- of all nations, the 31 plates of which were again prepared by Endicott & Co. The preface notes that proofs were sent via the Secretary of the Navy and Secretary of State for revision by the legations. None the less, there are still a few blunders, such as the inclusion of the Maori New Zealand flag, which at this date was only to be seen as the house flag of the New Zealand Shipping Co.

Neither the Navy Department Library nor the Library of Congress has record of a fourth edition of this work. The edition of 1882, which calls itself the fifth edition, was 11 3/8" tall, with 32 color plates by the Heliotype Printing Co. of Boston. It was also issued as House Misc. Doc. 48, 47th Cong., 1st Sess.(1883), and a good many copies seem to have been sent by congressmen to their constituents, as they turn up frequently today.

The next edition appeared in 1899, prepared by the Bureau of Equipment. It was 11 5/8" tall, and had 7 pp of text and 67 color plates, the latter prepared by the Taber-Prang Art Co. of Boston. Some copies have an inserted Plate 40a with ensign and jack of the Federated Malay States, and an insert of Turkish flags to scale. These have proportions of 2:1, and the star is 5-pointed, one point at the 3 o'clock position, and the center of the star on the circumference of the circles forming the crescent.

In 1914 the Government Printing Office issued a new edition for the Bureau of Construction & Repair, with 75 color plates by Snyder & Black, New York, and 15 pp of text, including facsimiles of the original Navy circular letters establishing the U.S.flag in its present design in 1818. It has a loose-leaf binding 11 7/8" tall.

The next edition was not until 1938, when it was edited by the Office of the Chief of Naval Operations and produced by the Hydrographic Office as H.O.No.89, "Flags of the United States and Other Countries". Looseleaf like the 1914 edition, and the same height, the trade edition has 13 pp of introduction and 56 plates, with reverse of the U.S.flag plates having descriptive text. A great deal of attention was given to reproducing the exact proportions and hues of the various flags in this volume, but the editing of the text was not as careful. Copies may be found with Plate 57 of special U.S.Navy flags and pennants; and with an Appendix, pp 59--73, which quotes regulations for flags and honors and gives detailed working drawings for making flags.

Also by the Hydrographic Office was an undated broadside "Flags of Maritime Nations" measuring 13½"x 24", issued in September 1944 as H.O.89a. Changes in the presidential flag and other flags made necessary H.O.Pub.No.89b, "Flags and Pennants of the United States Navy" (4 plates),dated August 1946,

The most recent display of Navy flags was a center spread in "All Hands" for July 1948, with accompanying text on pp 31-34. This plate is of value in giving the Bureau flags and other novelties. No official showing of the world flag changes since 1938 has yet appeared.

The gaps between volumes of the Navy's "Flags of Maritime Nations" can be filled after 1873 by plates of national flags in H.O.No.87, "International Code of Signals". We have seen a copy of the 1914 Bureau of C&R book that was used as a reference in making the plates for the 1915 issue of H.O.No.87. The latter volume has been reissued every couple of years, with revisions, right up to the present.

Commencing in 1893, "Merchant Vessels of the U.S." also contained color plates of national flags. In 1895 they were transferred to the separate volume "Seagoing Vessels of the U.S.", and continued annually in that series until the 1920's. These two sources, although not in 100% mutual agreement, give such short-lived flags as the provisional flag of Cuba in 1900 (blue with a white jack), and the post World War I colors of Armenia and Georgia. If they cannot always be taken as evidence for the flag used by a foreign country, they at least show what officials in Washington, D.C., considered that flag to be.

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U.S.BUREAU OF NAVAL PERSONNEL, "U.S. Submarine losses World War II". 7½" x 9 3/4", 174 pp., ill., paper, 1949. 60¢. Lists crews and gives accounts of 52 losses.

U.S.BUREAU OF SHIPS, "Wood manual for its use in wooden vessels". v, 235 pp.; ill.; Washington, Government Printing Office, 1948. $1 paper. Gives the techniques used in building the wooden craft of World War II.

VILLIERS, Alan, "Why stick to sail?", Yachting, pp.36-38, 88-91, ill., May 1949. Modern sail training ships.

WATERS, Sydney D., "PAMIR, the story of a sailing ship", 5½"x8½", 48 pp.; ill. A.H.& A.W.Reed, Wellington, 1949, 7s9d. History of PAMIR and complete record of her New Zealand voyages.

BOOK REVIEW

VILLIERS, Alan, "The Coral Sea", v, 310 pp.; ill.; bibliography and index; Whittelsey House, N.Y. and Toronto, 1949. $4.00

As probably the last man who will ever navigate a square-rigged sailing vessel in its waters, Alan Villiers is particularly qualified to write this addition to the "Oceans of the Word" series. When he wrote "Cruise of the Conrad", few Americans had heard of the Coral Sea or realized that the corner of the Pacific between Australia, New Guinea, and the Solomon Islands had a name of its own. The headlines in May 1942, when the Allied navies for the first time met and held the Jap Navy, changed that.

Many other colorful characters (in addition to Villiers) had cruised these waters. The great Cook nearly lost his ENDEAVOUR on a reef, and Bligh of the BOUNTY sailed his launch through the sea to Timor, after the mutiny. La Perouse met his mysterious fate there on Vanikoro. In the 19th Century there are the doings of the blackbirders, missionaries, and sandalwood traders to be recorded.

NECROLOGY

Edwin M. FRYE died at Harrington, Maine, about 14 June 1949. A native of Washington County, Maine, he served on USS DOLPHIN in the Spanish-American War. He had interests in blueberries, clam packing, lumber, and pulpwood. In 1917 he revived the Harrington shipbuilding industry, the Frye-Flynn Co. building the schooners LIZZIE D. PEABODY, LUCY EVELYN, SALLY PERSIS NOYES, DORIS HAMLIN, VELMA A. HAMLIN, and MABEL A. FRYE.

Wilbur A. MORSE died at Friendship, Me., 23 May 1949, aged 95. He created the famous Friendship sloop design and built over 400 of the craft.

SAILING SHIP NEWS

ARBELLA. The reconstructed 17th Century ship of this name now at Salem (LC p39) was originally the two-masted schooner LAVOLTA, built Ellsworth, Me., 1870.

C.A.THAYER, 3m.Sch. 13 Aug.towed in from sea; unloading Paulsbo; took 220,000 cod this season in Bering Sea.

DAR POMORZA, Pol.aux.tr.ship. 16 June sailed Gdynia for Antwerp; arrived 24th; sailed 29th.

DIAMOND HEAD, barge (ex-ship). Seattle scrappers are reported looking for a user, as her hull is too good to scrap.

EBBA, Dan.mot.sch. 16 May 1949 foundered 100 mi SW of Greenland, whence she was bound to serve as a sand-sucker for shore construction.

ERNESTINA, Port.aux.sch. 7 Aug.arr Providence R.I., 85 days from Brava C.V.I. via Fogo, Praia, and Dakar 16 June

LA MERCED, 4m.mot.sch. 22 May 1949 dry-docked at Todd-Seattle, outfitting for summer in Alaskan waters.

LUCY EVELYN, 3m.Sch. Under name SEA CHEST opened Memorial Day (30 May) as a dance hall and tourist trap, Beach Haven, N.J.

MADALAN, bgn. 6 June arr Providence, R.I., 41 d.from Cape Verde Is; 13 pass.

OFELIA GANCEDO, Cub.aux.3m.sch. (ex E.P. THERIAULT). 7 June 1949 put into Miami with motor trouble, bound Havana Jacksonville, Fla., to load lumber.

PAMIR, Finn.4m.bk. 28 May 1949 left Port Victoria for Channel f/o, barley.

PASSAT, Finn.4m.bk. 1 June 1949 left Port Victoria for Channel f/o, wheat.

PIERRINA, Urug.aux.bark. 22 June 1949 left Paranagua for Buenos Aires.

PRINZESS ALICE, Ger.4m.sch (Built Bath 1908 as BERTHA L. DOWNS; later ATLAS) Recently towed Kiel-Hamburg, and junked.

RAYO, m/v (ex-2m.sch). Arr Boston 16 July.

SHERMAN, Russ.gas.bktn. In port at Long Beach, Calif., Feb.1948.

STAR OF INDIA, bark. To be transferred to the newly-formed San Diego Aquarium Society, and moved to Mission Bay.

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MORE PORTUGUESE GRAND-BANKERS

Since compiling the notes on p.62, we have turned up three more such schooners: MARIA DAS FLORES, built Aveiro 1946 by J.M.L.de Almeida; 607 tons; wood aux. LOUZADO, wood aux., built Millom 1904 by Duddon SB Co. as BECCA & MARY. 224-T. OLIVEIRENSE, wood aux., built Aveiro 1938 by A.Monica, 421 tons.

IRISH PENNANTS

For the adjacent sailing ship news, we are indebted to The American Neptune, and Messrs. G.M.S.Tod, R.H.I.Goddard, Jr.; Gordon Jones, J.H.Burlinson, J.Meyer, and Carl Christensen.

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Giles Tod writes us that the hulk of a stone-carrier at Gloucester (p.61) is not ALBERT BALDWIN after all, but the schooner HERBERT, built at East Boston in 1883. The BALDWIN was scrapped by WPA labor in the late 1930's.

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Captain P.A.McDonald sends further word on the rig of BUCKINGHAM (p.56). She had chafing gear on her forward swifter in the jigger lower rigging in 1918, but he points out that this might have come from another of her masts when she was refitted in 1917. He sends an early illustration of her from "Rope Yarns, Marlinspikes and Tar" by W.E. Dexter, which shows her as a four-masted bark.

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Jürgen Meyer writes:"GOODRICH of 1892 (p.85) came out as a four-masted ship. I know an old sailor who served as O.S.in her during her first voyage. Only a few days after her departure from U.K. the master stripped her of the yards of the jigger mast."

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From Plymouth, England, Mr. J.Meer sends names of Russian auxiliaries that have called there: AKTINIA, BLESK, GLOBUS, HORISANT, JEMCHOOG, JUNGA, KALMAR, KORALL, MIDIJA, NEPTUNIA, OMAR, SEKSTAN, SPRUUT, SVESDA, and ULVA. UMBA (p.54) was a steamship.

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Mr.J.W.Somerville has supplied more information on two American-owned British-built ships. WESTFIELD (p.74), along with SPRINGFIELD, FAIRFIELD and GLENFIELD, was owned by H.Weston & Co., Jacksonville. She was lost on the Carolina beach in 1904 with a coastwise lumber cargo from Fernandina.

SEVERN (p.86) was lost without trace after leaving Baltimore in September 1896. Mr.Somerville was loading in the schooner TORTUGAS on the east side of Miller's Wharf, and the SEVERN loaded on the west side on her last voyage. He describes her as "a good looking vessel, but heavy and stocky spars. Her smoke stack was just forward of the mizzen."

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WANTED TO SWAP: "Merchant Vessels of the U.S.", 1931, for any earlier year.

THUMBNAIL HISTORIES OF EAST COAST SCHOONERS (Continued from page 67)

FIVE-MASTERS (see pp. 4-5 of July 1948 LOG CHIPS)

	FULLER PALMER	KWSD 12 Jan.1914 foundered to the eastward of Cape Cod.
	GARDINER G. DEERING	KSHL 4 July 1930 burned for spectacle at Brooksville, Maine.
	GEORGE P. HUDSON	KQLP Ex FANNIE PALMER. 11 July 1914 sunk by ss MIDDLESEX off Great Round Shoal, Cape Cod, with loss of 3 lives.
*	GOV. AMES	KGCT 13 Dec.1909 lost with 11 of 12 crew on Cape Hatteras.
	GOVERNOR BROOKS	KWLG 23 March 1921 foundered off Montevideo, Uruguay.
	GRACE A. MARTIN	KTGN 14 Jan.1914 foundered 30 mi.S of Matinicus I., Maine.
	HARWOOD PALMER	KTMN 23 May 1917 torpedoed 5 mi.SW La Blanche I., France.
	HELEN J. SEITZ	KVCM 9 Feb.1907 wrecked at Beach Haven, N.J.
	HELEN W. MARTIN	KPRJ 1916 sold foreign; wrecked as FENIX, January 1920.
	HENRY O. BARRETT	KPCT Sold at Havre, France, 1917; renamed MONTE FINIGO.
	JAMES PIERCE	KRLB 9 Nov.1912 sunk by Norweg.ss FRAM 600 mi.off Bahamas.
	JAMES W. PAUL JR.	KRHP 28 June 1918 wrecked off Rio de Janeiro; 2 of crew lost.
*	JANE PALMER	KTLM 18 Dec.1920 abandoned in 36-06 N, 65-31 W.
	JENNIE R. DUBOIS	KRNH 5 Sept.1903 sunk by Ger.ss SCHOENFELS off Block I.
	JENNIE FLOOD KREGER	LQCD 1935 dismantled Boston Harbor; remains scuttled June 1940.
*	JENNIE FRENCH POTTER	KPMV 18 May 1909 lost off Cape Cod.
	JEROME JONES	LFTQ Later FRANK M.DEERING; 6 Feb.1923 wrecked nr. Cobbs I., Va.
	JOHN B. PRESCOTT	KNTP Foundered 23 Feb.1902.
	JOSEPH S.ZEMAN	LQGW 3 Feb.1922 wrecked Metinic I.Ledge, Penobscot Bay, Maine.
*	KINEO	KSLF 1916 renamed MARYLAND; Texas Co.auxiliary motor tanker.
	LOUISE B. CRARY	KQMD 17 Dec.1902 sunk off Thatchers I.by FRANK A.PALMER. 11 lives lost on the two schooners.
	M.D.CRESSY	KPBR 9 April 1917 foundered in 31-31 N, 60-40 W.
	MAGNUS MANSON	KTBC 25 May 1917 torpedoed 50 mi.SW of C.St.Vincent, Portugal.
	MARCUS L. URANN	KTLR 29 Nov.1916 abandoned; 3 survivors landed in Azores.
	MARGARET HASKELL	KTFG 27 Feb.1917 abandoned in 29-50 N, 75-45 W.
	MARTHA P. SMALL	KQSH 1920 in distress at Montevideo; libelled for repairs and finally broken up there.
	MARY F. BARRETT	KRHQ Dismantled 1929; hulk still in Robinhood Cove, Maine.
	MARY H.DIEBOLD	MCDV 1933 became coal hulk, Eastport, Me.; 1937 broken up.
	MARY W. BOWEN	KPNB 7 July 1917 torpedoed in 47-20 N, 8-10 W.
	MARYLAND	KSLF Ex KINEO; recently reported still in service.
	MOHAWK 913 tons	JWDL Built at Boston in 1882 as the side-wheeler PENOBSCOT. Rebuilt at New York in 1918 as a five-masted schooner. Lost with all hands after sailing from New York in 1918.
	MONTE FINIGO	KPCT Ex HENRY O. BARRETT.
	NATHANIEL T. PALMER	KNTD 1 Dec.1911 abandoned in 32-50 N, 62-45 W.
	OAKLEY C. CURTIS	KNQR 1931 used as salvage pontoon; ended in James River, Va.
*	PAUL PALMER	KRVN 15 June 1913 lost by fire off Cape Cod, Massachusetts.
	PRESCOTT PALMER	KRLN 20 Jan.1914 foundered in 34-08 N, 66-46 W; 1 of crew lost.
	REBECCA PALMER	KQPV May 1921 sold at Genoa to Greek buyers.
	ROBERT L. LINTON	LNSW ex ASTA. 1927 laid up Moss Point, Miss; scrapped c.1933.
	ST. JOHNS, N.F.	LKPS Later EDWARD B. WINSLOW; foundered 1938 en route Bermuda.
	SAMUEL J. GOUCHER	KTMQ 12 Nov.1911 ashore I.of Shoals; derelict blasted up at Portsmouth, N.H.
	SHOW BOAT	KRPC Ex CORA F. CRESSY. Ended at Medomak, Maine.
*	SINGLETON PALMER	KTBH 6 Nov.1921 sunk by ss APACHE off Delaware; 1 of crew lost.
	SINTRAM	MCGJ 19 Nov.1921 sunk off Highland Lt.by ss DAVID McKELVEY.
	T. CHARLETON HENRY	KSDH 23 June 1903 sunk by Br.ss CHELSTON off Fire Island.
	VAN ALLENS BOUGHTON	KQMC 4 Sept.1917 foundered 150 mi.off Brest, France.
	VIRGINIA PENDLETON	LNSW Later ASTA; later ROBERT L. LINTON: see above.
	WASHINGTON B. THOMAS	KSJB 12 June 1903 lost on Stratten I., Saco Bay, Maine.
*	WILLIAM C. CARNEGIE	KQGD 1 May 1909 wrecked at Moriches Inlet, Long Island, N.Y.

* (Mr. Victor Darnell has sent us lists of the Stebbins sailing ship and steamer negatives now owned by the Society for the Preservation of New England Antiquities, 141 Cambridge St., Boston 14, Mass. Their prices for prints range from 15¢ for 3"x4" glossy, to $1.50 for 8"x10" matte enlargements. The collection includes the five-masters marked with an asterisk in the above list)

THUMBNAIL HISTORIES OF THE EAST COAST FOUR-MASTERS ** 1

A. ERNEST MILLS	LQDS	5 Apr.1929 sunk by USS CHILDS off Currituck Beach, N.C.; master and 2 crew lost; wreck finally destroyed Lynnhaven Rds.
ABEL E. BABCOCK	KJQT	26 Nov.1898 lost with all hands on Toddy Rks., Hull, Mass.
ADA F. BROWN	KQVG	1917 renamed DOLER; condemned Bahia 1919, hulked 1920.
ADDIE M. ANDERSON	KHPG	Lost 30 June 1899.
ADDISON E. BULLARD	KTMB	Became barge at Mobile about 1925.
ADELAIDE BARBOUR	KRJP	1920 rn.MABEL; 13 Oct.1923 foundered 26-26 N, 75-30 W.
AGNES MANNING	KDGS	2 Dec.1891 wrecked SE end of Pasque I., Mass.
ALBERT D. CUMMINS	LWJB	Summer 1947 burned for scrap at Philadelphia.
ALBERT F. PAUL	LHWF	4 March 1942 sunk by enemy action, Turks I. to Norfolk.
ALBERT W. ROBINSON	KWBQ	5 September 1926 foundered at sea.
ALCAEUS HOOPER	MCFR	13 Oct.1924 abandoned at sea with loss of 30 lives.
ALEXANDER H. ERICKSON	LPGQ	1923 rn.WELLINGTON; 10 Sept.1928 foundered off Hatteras.
ALICE HOLBROOK	KHJR	16 April 1913 wrecked on sunken steamer off Hillsboro Inlt
ALICE VERZONE	LRBT	Ex PAT HARRISON. 10 Oct.1928 lost Gt.Inagua Bay, B.W.I.
ALICE E. CLARK	KNCJ	Lost 30 Dec.1909; or stranded 1 July 1909, Penobscot Bay.
ALICE L. PENDLETON	KSCJ	Ex STANLEY H.MINOR. 8 March 1907 lost Frying Pan Shl., N.C
ALICE L. PENDLETON	LJQH	Ex HAUPPAUGE. Hull still at Noank, Conn., 1948.
ALICE M. COLBURN	KMPL	3 Jan.1923 lost on Egg Rock, Manchester, Mass.
ALICE M. KAFKA	LJFQ	1918 rn FRIENDSHIP; 1925 ADELAIDE DAY. Lost on 30 December, 1927.
ALICE MAY DAVENPORT	KTPC	1924 rn GENERAL LEON JURADO. 16 May 1928 burned at C.Isabella, Santo Domingo.
ALICIA B. CROSBY	KGQJ	1917 sold French; rn.GLORIA.
ALLA G. TURNER	LMPH	Rn.ESPERANZA 1922; lost 31 March 1923.
ALMA E.A.HOLMES	KMTR	10 Oct.1914 sunk by ss BELFAST off Bakers I., Marblehead.
ALSACE	1917	
AMELIA ZEMAN	LVHC	Left Norfolk 19 Feb.1920 for San Domingo; disappeared.
ANANDALE	LTWP	2 Feb.1930 wrecked at Andicora, Venezuela.
ANDREW ADAMS	KDQH	30 Jan.1907 lost at Cartagena, Colombia.
ANNA MURRAY	KPFD	Lost 31 December 1902.
ANNA G. LORD	LSTC	8 Dec.1920 foundered in 36-19 N, 56-50 W.
ANNA M. RECORD	KVNT	Ex ELISHA ATKINS. 26 Jan.1924 wrecked Cape Lookout, N.C.
ANNA R. HEIDRITTER	LBKG	Ex COHASSET KSGP. 3 March 1942 lost off Hatteras Inlet.
ANNA LAURA McKENNEY	LJMD	3 March 1921 wrecked off Puerto Mexico, Mexico.
ANNEX	LMHB	Ex GEORGE H. BARNES. Hulk at Noank, Conn., 1948.
ANNIE C. ROSS	LJCG	Now laid up in Newtown Creek, Brooklyn, N.Y.
ANTHONY D. NICHOLS	KSWJ	Lost 30 June 1928
ARTHUR McARDLE	KJVC	23 April 1904 wrecked Egg Harbor, N.J., Phila-Havana.
ASBURY FOUNTAIN	KGVH	Ex CHAS. L. DAVENPORT.
ATLANTIC COAST	MCHN	4 Jan.1926 wrecked W of Neuvitas, N coast of Cuba.
ATLANTICO	KFBM	Ex MOUNT HOPE; sold Portuguese 1915.
ATLAS	KWMF	Ex BERTHA L.DOWNS; early 1948 broken up, Kiel, Germany.
AUBURN	KVFR	1909 missing on voyage Jacksonville to Philadelphia.
AUGUSTA G. HILTON	LKVF	18 Aug.1933 abandoned afire and sinking in 37-29N, 40-50W.
AUGUSTA W. SNOW	KTSW	Scrapped in Boston Harbor, 1935.
AUGUSTUS HUNT	JWSC	22 Jan.1904 lost on Long Island.
AUGUSTUS PALMER	KMCF	Wrecked 23 March 1900.
AUGUSTUS WELT	KGPV	21 July 1917 torpedoed in 40-30 N, 7-20 W.
AUGUSTUS H. BABCOCK	KTHV	20 Jan.1919 abandoned waterlogged and afire in 32-02 N, 62-10 W; bound New York-Las Palmas; master and 6 crew lost
AZUA	LNVF	14 May 1930 sunk by ss CITY OF ATLANTA in 39 N, 74-10 W; 3 of 7 crew lost.

(To be continued. Corrections and additions solicited. We are indebted to the following for material on pp.93 and 94: Captain H. Daniel, Lt.W.J.L.Parker, and Messrs. R.H.I.Goddard, Jr; J.W.Somerville, and Charles S. Morgan.)

Four-masted schooners built on the Pacific Coast continued from p.70

1917

ASTORIA	(Auxiliary)	1611	Astoria, Oregon	McEachern Ship Co.
ASTRI I.	(Aux)	1570	Astoria, Oregon	McEachern Ship Co.
(renamed FJELTIND; renamed GLORIA)				
BARLEUX	(Aux)	1607	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
CHIQUIMULA	(Aux)	687	Portland, Ore.	Columbia Engineering Works
DIXMUDE	(Aux)	1614	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ERRIS	(Aux)	1582	Portland, Ore.	Peninsula Shipbuilding Co.
ESPERANZA	(Aux)	1601	Portland, Oregon	Peninsula Shipbuilding Co.
GUANACASTE	(Aux)	833	Portland, Oregon	Columbia Engineering Works
LA MERCED	(Aux)	1696	Benicia, California	James Robertson
MARGARET	(Aux)	1613	Astoria, Oregon	McEachern Ship Co.
(renamed MARGARETE; renamed DORA)				
MADRUGADA	(Aux)	1613	Astoria, Oregon	McEachern Ship Co.
PAULINE	(Aux)	1750	Astoria, Oregon	McEachern Ship Co.
(renamed ODINE; renamed ASTRELLA; renamed ODINE again)				
PELICAN	(Aux)	1745	Astoria, Oregon	McEachern Ship Co.
(renamed MAY; renamed PELICAN again; renamed SIGEN)				
PORTLAND	(Aux)	1594	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
REMITTENT	(Aux)	1616	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
RISØR	(Aux)	1604	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
S. I. ALLARD	(Aux)	1915	St.Helens, Ore.	St.Helens Shipbuilding Co.
TACOMA	(Aux)	1608	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
(renamed HELEN B. STERLING)				
TEMPATE	(Aux)	700	Portland, Ore.	Columbia Engineering Works.
W. F. BURROWS	(Aux)	1308	Portland, Oregon	Standifer-Clarkson Const. Co.

1918

ADMIRAL MAYO	(Aux)	1934	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ADMIRAL SIMS	(Aux)	1929	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ADRIEN BADIN	(Aux)	1622	Portland, Ore.	Peninsula Shipbuilding Co.
(renamed MONTEREY)				
ARRAS	(Aux)	1617	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
CARMEN	(Aux)	1610	Astoria, Ore.	McEachern Ship Co.
DOCKTON	(Aux)	1699	Dockton, Wash.	Martinolich Shipbuilding Co.
DOUAUMONT	(Aux)	1607	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
ELVIRA STOLT	(Aux)	812	Portland, Ore.	Columbia Engineering Works.
ETHEL	(Aux)	716	Portland, Ore.	Columbia Engineering Works.
EVELYN	(Aux)	1584	Astoria, Ore.	McEachern Ship Co.
(renamed ADELA)				
GEORGETTE		867	Portland, Ore.	Columbia Engineering Works
(renamed SETH PARKER and converted to auxiliary, 1933)				
LOUISE BRYN	(Aux)	821	Portland, Ore.	Columbia Engineering Works
(renamed PINTHIA)				
MOUNT HAMILTON	(Aux)	1537	Seattle, Wash.	McAteer Shipbuilding Co.
MOUNT HOOD	(Aux)	1490	Hoquiam, Wash.	Matthews Shipbuilding Co.
(renamed MARIE GERTRUDE)				
MOUNT SHASTA	(Aux)	1571	Hoquiam, Wash.	Matthews Shipbuilding Co.
(renamed COMET, then SEEADLER, then COMET again, then VATERLAND, then MOPELIA)				
ORONITE	(Aux)	1704	Benicia, Calif.	James Robertson
(renamed ANEIURA)				
PECHINY	(Aux)	1586	Portland, Ore.	Peninsula Shipbuilding Co.
(renamed GLANYDON)				
PERONNE	(Aux)	1618	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
SUZANNE	(Aux)	1431	Aberdeen, Wash.	Aberdeen Shipbuilding Co.
(renamed MONNOW)				
THE GARDNER WILLIAMS		901	Portland, Ore.	Columbia Engineering Works.
YPRES	(Aux)	1617	Seattle, Wash.	Puget Sound Bridge & Dredging Co.
(renamed BLUEBIRD)				

(To be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1893

(Arranged by builders)

Name / Later names	Rig	Gross	First owners / Year / Later owners	Dead-weight
Palmer's Shipbuilding & Iron Co.Ltd., Jarrow-on-Tyne, Newcastle				
LYDGATE	4m.Bark	2534	J.Joyce & Co., Liverpool	
SKANSEN I.			1915 Arne Larsen, Bergen, Norway	
William Pickersgill & Son, Southwick, Sunderland				
MARGARITA	Bktn	527	S.C. & F.H.Chambers, Liverpool	830
CONSTANCE CRAIG			J.J.Craig, Auckland, N.Z.	
Craig, Taylor & Co., Thornaby, Stockton-on-Tees				
SAN IGNACIO DE LOYOLA	Bktn	675	L.Mercader y Menonda & Mrs.G.G.y Arizmendi, San Sebastian, Spain (tanker)	900
Royden & Sons, Queen's Dock, Liverpool				
PRINCE ROBERT	4m.Bark	2846	E. Roer, Christiania, Norway	4250
THIELBEK			Knöhr & Burchard, Hamburg	
DAVID DOLLAR			1921 Robert Dollar Co., San Francisco	
R.Williamson & Son, Workington, Cumberland				
CENTESIMA	4m.Bark	2949	Builders (their 100th vessel)	4600
NAUARCHOS			1901 Rhederi Visurgis A/G, Bremen	
Ritson & Co., Maryport				
CARL	Ship	2039	E.C.Schramm & Co., Bremen	3200
Ailsa Shipbuilding Co., Troon				
HOLYWOOD	Bark	1633	T.C.Guthrie, Glasgow	2700
ACADIA			A/S Acadia (S.Bruusgaard), Drammen, Norway	
DALRYMPLE	Bark	1634	John M. Campbell & Sons, Glasgow	2700
Russell & Co., Greenock and Port Glasgow. Greenock yard:				
ANCONA	4m.Bark	2352	G.T.Soley & Co., Liverpool	4100
BERMUDA	4m.Bark	2846	P.Denniston, Glasgow	4100
NORDHAV			1912 C.Bech, Tvedestrand, Norway	
BAHAMA	4m.Bark	2244	P.Denniston, Glasgow	3700
KINROSS SHIRE	4m.Bark	2299	Thomas Law, Glasgow	3700
FIORINO			1919 A/S Fido (M.Hansen), Christiansand, Norway	
KING GEORGE	Ship	2242	J.A.Walker, Glasgow (Completed 1894)	3550
MARATHON	Ship	1988	William Thomson & Co., St.John, N.B.	3200
DENBIGH CASTLE			R.Thomas, Liverpool	
MARIE HACKFELD	Ship	1785	J.C.Pfluger, Bremen	2850
PORT ELGIN	Ship	1762	Crawford & Rowat, Glasgow	2780
KILMALLIE	Bark	1634	Kerr, Newton & Co., Glasgow	2750
BEESWING	Bark	1462	Pritchard Bros., London	2400
Port Glasgow yard:				
LEVERNBANK	4m.Bark	2400	A.Weir, Glasgow	3800
LAURELBANK	4m.Bark	2397	A.Weir, Glasgow	3800
DOWAN HILL	4m.Bark	2115	J.R.Dixon & Co., Glasgow	3600
EUGENIO BRUNI				
DOWAN HILL				
SNIG			A/S Christiansand (S.O.Stray), Christiansand	
CLAN GRAHAM	4m.Bark	2147	Thomas Dunlop & Sons, Glasgow	3450
ASHEIM			1917 Thv.B.Heistein & Sons, Christiansand	
ARRANMORE	Ship	1946	Thomson, Dickie & Co., Glasgow	3100
WALTRAUTE			1910 H.Fölsch & Co., Hamburg	
VINDICATRIX (hulk)			1919 British Admiralty, Leith	

(continued)

UNITED KINGDOM LAUNCHINGS, 1893, continued.

Russell & Co., Port Glasgow yard. continued.

SEAFIELD	Bark	1646	J.Archie Russell, Glasgow (Compl.1894)	2700
LOTA	Bark	1643	McDonald, Adams & Co., Greenock	2720
SERENA	Bark	1639	McDonald, Adams & Co., Greenock	2720
ALCYON			1909 Skibs A/S Alcyon (C.S.Bruusgaard), Drammen	
MATTANJA			1923 J.W.Olsen & T.Wilhelms, Fredrikstad	
GAEL	Bark	1630	D.McGillivray, Greenock	2720
PILGRIM			Pilgrim Co., Boston	
SAXON	Bark	1637	D.McGillivray & Co., Greenock	2720
AMASIS			Sandefjords Sell A/S, Sandefjord	
ELFRIEDA			Germany	
SCHULSCHIFF POMMERN			1928 Deutscher Schulschiff Verein	
AULDGIRTH	Bark	1591	T.C.Guthrie, Glasgow	2560
INVERKIP	Bark	1466	William Walker & Co., Greenock	2400
INVERLYON	Bark	1450	George Milne, Aberdeen	2400
OBERON	4m.Bktn	1119	Capt.J. Fairlie, Glasgow	1850
SALDANHA			Cape Town	
ALIDA	Bark	414	O.S.Wingaard, Christiansand	690
ELMWOOD	Bark	369	Peterson, Honeyman & Co., Glasgow	600
ELIZABETH	Bark	369	Peterson, Honeyman & Co., Glasgow	600

Robert Duncan & Co.Lim., Port Glasgow

MORVEN	4m.Bark	2150	Robert P. Peterson, Greenock	3600
PASS OF KILLIECRANKIE	Bark	1746	Gibson & Clark, Glasgow	2850
TORREY				
DYVEKE				
STIFINDER			A/S Christiansand (S.O.Stray), Christiansand	

William Hamilton & Co., Port Glasgow

ALMORA	Bark	1856	W.& J.Crawford, Greenock	3150

Anderson Rodger & Co., Port Glasgow

GLENBANK	Bark	1481	Sterling & Co., Glasgow	2540
GLENARD	Bark	1937	Sterling & Co., Glasgow	3200

A.McMillan & Son, Lim., Dumbarton

BALMORE	Bark	1422	Captain Robert Barr, Pollokshields	2400
HAVILA	Bark	1421	P.C.Svarrer, Nordby, Fanø, Denmark	
QUEEN MARGARET	4m.Bark	2144	John Black & Co., Glasgow	
THETIS	Bktn	343	Falkland Islands Co., London	
BLAIRMORE	Ship	1917	Thomson, Dickie & Co., Glasgow	
ABBY PALMER (bark)			1899 Sudden & Christensen, San Francisco	
STAR OF ENGLAND			1906 Alaska Packers Association, San Francisco	
ISLAND STAR (barge)			1935 Island Tug & Barge Co., Victoria, B.C.	
EAGLE CRAG	Bark	1450	W.S.Kennaugh & Co., Whitehaven (compl.1894)	
MARECHAL SUCHET	Ship	1920	A.Ruffer & Sons, London	
MARSHAL			1904 W.Thomas & Co., Liverpool	

Barclay, Curle & Co., Whiteinch, Glasgow

NORMA	4m.Bark	2122	M.J.Begg, Cardiff	
OTTERBURN	4m.Bark	2663	R.Shankland, Greenock	
ANNA			D.H.Wätjen, Bremen	
ONDA			Rhederi A/G von 1896, Hamburg	
MILTONBURN	4m.Bark	2663	R.Shankland, Greenock	
GOLDBEK			1907 Knöhr & Burchard, Hamburg	
STEINSUND			1915 S.O.Stray & Co., Christiansand	
BEN LEE	Ship	2341	Watson Brothers, Glasgow	3800
LAMORNA	Ship	2318	C.Gordon Cowan & Co., Greenock	3900

UNITED KINGDOM LAUNCHINGS, 1893, continued

Charles Connell & Co., Whiteinch, Glasgow

ZINITA	Bark	1633	J.D.Clink, Greenock	
SORKNES			1910 J.Bruu, Tønsberg	
ARNO	Ship	1825	James Nourse, London	
EMS	Ship	1829	James Nourse, London	
FORTUNA			Argentina	
GLENCLOVA	4m.Bark	2369	Dundee Shipowners' Co.Lim.(W.O.Taylor & Co.),Dundee	
MIMI			H.H.Schmidt, Hamburg	

Fairfield Shipbuilding & Engineering Co., Govan, Glasgow

CHELMSFORD	4m.Bark	2347	Briggs, Harvie & Co., Glasgow	4000
INVERLOGIE			George Milne, Aberdeen	

D. & W. Henderson & Co., Partick, Glasgow

CORUNNA	4m.Bark	2432	J. Hardie & Co., Glasgow	
LA EPOCA			Dodero Hermanos, Valparaiso, Chile.	

Alexander Stephen & Son, Dundee

NEWFIELD	Bark	1512	Brownells & Co., Liverpool	2200
GWYDYR CASTLE				

Cumming & Ellis, Inverkeithing

MARIE LOUISE	Bktn	350	A/S Marie Louise (T.Dahl), Esbjerg, Denmark	600
SENORITA	Bktn	345	S.P.Thybring, Egersund, Norway	615
BERTHA	Bktn	254	A/S Bertha (T.Dahl), Esbjerg, Denmark	400

Grangemouth Dockyard Co., Grangemouth

LA VIGUESA	Bktn	666	Babe & Co.,Vigo, Spain (tanker)	965

Ramage & Ferguson Lim., Leith

ROYAL FORTH	4m.Bark	3130	Shp.Royal Forth Co.(J.Ferguson), Leith	4750
HENRIETTE			H.H.Schmidt, Hamburg	

Workman, Clark & Co.Lim., Belfast

SOPHIE KIRK	Bark	959	W.J.Woodside & Co., Belfast	1600
JEANIE WOODSIDE	Bark	962	W.J.Woodside & Co., Belfast	1600
MARTHA L. NELLY			C.C.Andersen, Copenhagen	
XANTIPPE	4m.Bktn	972	Montgomerie & Workman, Belfast	
POLTALLOCH	4m.Bark	2254	Potter Brothers, London	

SHIPBUILDING IN BRITAIN IN 1893

The 1892 boom carried well over into the following year. Worthy of note are the complete disappearance of wrought iron for shipbuilding, the relatively poor showing of English yards as compared with Scotland and the Clyde in particular, and the appearance of 9 barkentines in the lists, including the fourmasters OBERON and XANTIPPE.

The largest vessel was the four-masted bark ROYAL FORTH, 3130 gross tons; the largest ship BEN LEE, 2341 tons; and the largest bark ALMORA, 1856 tons. In contrast are the ELMWOOD and ELIZABETH, barks of 369 gross tons.

Vessels later owned in America: GAEL as PILGRIM became American in 1914 and was lost in the North Atlantic 13 December 1914. BLAIRMORE capsized in San Francisco Bay 8 April 1896, and was refitted as ABBY PALMER, later STAR OF ENGLAND. The Alaska Packers sold her in 1932 to E.E. Grieve for a world cruise; but this fell through and she became a barge in 1935. POLTALLOCH was sold in February 1910 for $17,500 to Eschen & Minor of San Francisco to satisfy a judgement. She was registered in Victoria, B.C., until 1914, when she came under the Stars and Stripes. POLTALLOCH was lost on the coast of England on 2 January 1916, while bound from Caleta Buena to Leith via Queenstown.

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER NINE 99 NOVEMBER 1949

"MERCHANT VESSELS OF THE UNITED STATES" AND ITS USE IN MARITIME RESEARCH

In July LOG CHIPS we described at some length the published volumes of American ship registers and the information to be derived therefrom. These documents are now nearly all deposited in the National Archives, but, fortunately for the researcher, the Government has annually since 1867 abstracted the existing registers and enrollments into a widely distributed volume, which gives a great deal of the information to be found in the documents themselves, and which is a major source of information on all American vessels; and indeed, for small fry and those on inland waters, is practically the only source. Trading vessels over 5 net tons and yachts over 16 gross are, in general, included.

The work had its origin in the need for better means of communication between vessels. After piracy was done away with, say after 1835, ships at sea found it advantageous to speak each other on long voyages and send back reports of their progress to owners, shippers, and underwriters. Brewington in "American Neptune", v.3, pp.205-221, has described the early flag codes used for this purpose.

In these codes, each ship was assigned an individual number or set of call letters; but as there were several competing codes, each assigning a different cipher to the same ship, there was obviously need for competent authority to step in and unify the systems.

Such authority was provided by Congress, in an act approved 28 July 1866, which established a Bureau of Statistics in the Treasury Department and directed the Secretary of the Treasury to set up a system of awarding official numbers and signal letters, and to publish annually a list of the vessels involved. The volume for the year ending 30 June 1867 was issued by the Government Printing Office in 1869. Calling itself "Mercantile Navy List of the United States" (a term dropped in the 8th issue) at the top of the title page and "List of the Merchant Vessels of the United States" farther down, it had 206 pages. All vessels were listed in one alphabet, and columns gave official number, signal letters, rig, name, tonnage, horsepower (of steamers), and home port.

The second issue, for the year ended 30 June 1868, was also dated 1869 by the G.P.O., although it bears dates of 13 Jan.1870 on p.259, at the end of the alphabet of rigged vessels, and 4 March 1870 on p.345 after the list of unrigged vessels (canal craft). As the page numbers indicate, the second volume was considerably expanded over the first, owing chiefly to receipt of better information from local Collectors of Customs.

The third issue, recognizing the delay in preparation that had taken place, was for the year ended 30 June 1870, with additions to 31 Dec.; and the fourth issue was for the end of Fiscal 1871, by which time the vessel lists had grown to 433 pp.

The 5th issue, 1872, contained two new features. The first was a separate tabulation of vessels having signal letters, in order of the letters, running from HBCD to JNBM. With a few exceptions, such as yachts, these letters were awarded only to sailing vessels over 100 tons and steamers over 500, trading on salt water. The second new set of tables gave lists of the vessels of the U.S.Navy and Revenue Marine.

The 6th issue, 1873, included a special feature not retained in later volumes, a 30-page appendix listing all U.S.naval vessels since 1797, with their tonnages and the dates they were in service, as well as statistical tables of the numbers of officers in the Navy. The 7th issue was for 1874, and the 8th for the year ending in June 1875, but with additions to 1 June 1876. The 8th volume for the first time had color plates of the International Code of Signals. Up till now, except in the first two issues, vessels wrecked or sold

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foreign had their names left in with a note as to their changed status. The 6th issue for the first time omitted some of these, to the number of 1200. It also for the first time divided sail and steam into separate alphabets, so that the book contained first a list of sailing vessels, then a list of steamers, then the unrigged vessels, then the list of signal letters of seagoing vessels, and finally lists of the Navy and Revenue Marine.

The 9th issue added Coast Survey and Lighthouse Board, and continued the omission of vessels lost or sold foreign, so that it is in effect a cumulated issue and therefore the logical one to consult first in looking up a vessel for the period 1870-1877. Although nominally for the year ending 30 June 1876, it had additions up to 3 November 1877; hence the 10th list was for the period ending 30 June 1878. From the 10th list of 1878 to the 71st of 1939, the volume was issued annually as of 30 June, often with an appendix of new vessels documented for a few months past June, and sometimes with lists of losses or foreign sales in that period.

Through 1879, the information given on each vessel was the same as that included in the first issue, but in 1880 the signal letter section of seagoing vessels had columns added showing where the vessel was built, when, and the name of the managing owner. Until 1925, this list of seagoing vessels was the only official source of information on the ownership of American ships, without going to the registers themselves.

By Act of Congress approved 5 July 1884, a Bureau of Navigation was created in the Treasury Department, the Commissioner of which, among other duties, was charged with preparing and publishing an annual list "of vessels of the United States belonging to the commercial marine, specifying the official number, signal letters, names, rig, tonnage, home port, and place and date of building of every vessel."

Net tonnage had been provided for in U.S. vessels by an act approved 5 August 1882, too late for the 1882 volume but in time for the 1883 issue, with the result that the "tonnage" column in the latter book contains net in some cases, gross in most. The 1884 issue, the first prepared by the new bureau, was a much larger volume, as it included the new columns "where built" and "when built", required by statute, as well as separate columns of "gross" and "net" tonnages. The list of signal letters was moved up to the front of the book, while the government-owned craft listed now included those of the U.S. Fish Commission and Army Quartermaster.

With 1885, the compilers, on their own initiative, added columns giving the registered dimensions of rigged vessels, resulting in a larger book size, which was retained for the next 40 years. The 1885 issue also was the first with the gold-lettered dark blue cover which was standard until 1902 and led to the term "Blue Book" being sometimes applied to the work. Other new departures in 1885 were a series of rather crude line cuts illustrating various rigs, and a separate tabulation repeating the particulars of iron and steel vessels.

In 1889 began the practice of indicating metal vessels in the basic list by printing their names in italics; in 1894 the present practice of putting the names of iron vessels in italics and of steel vessels in small capitals was introduced.

A special list of Great Lakes vessels was included in 1890, having the alphabetical order by surnames, but it was not repeated in later years. In 1892 the line cuts showing rigs were augmented by photoengravings and sail plans, including a plan of a full-rigged ship that we have not yet identified, which has been widely reproduced, and another of a four-masted schooner. In 1893 color plates of flags of the world and of house flags of lines trading to America were introduced, and the sail plan of a full-rigged ship was replaced by that of the four-masted bark DIRIGO.

Unfortunately, the authorities found a tendency for the public to request copies of these volumes simply because of the opportunity of acquiring a free, illustrated book, and in a wave of governmental economy the signal letter section and all the illustrations were dropped in 1895, to be incorporated in a separate series "Seagoing Vessels of the U.S." We hope to trace the career of that publication in a later article, and will continue here with the parent volume, which for 30 years after 1894 contained no names of shipowners.

In 1906 a useful feature was added, a list of vessels lost during the fiscal year, with particulars of the casualties. Previously such information can only be found in the annual reports of the U.S. Lifesaving Service, and there wrecks in foreign waters were not included. In 1914 a tabulation of vessels measured under Panama Canal rules was added; in 1920 Suez Canal tonnages were included. Other miscellaneous tabulations, such as Philippine vessels, oil-burning and oil-carrying

(continued on p.102)

CHRONOLOGICAL SUMMARY OF THE CONTENTS OF "MERCHANT VESSELS OF THE U.S."

DATES: Issued as of 30 June of each year, commencing 1867 but skipping 1869 and 1877, through 1939; as of 1 January each year since 1941 (therefore no 1940 issue).

PUBLISHER: All volumes issued by Government Printing Office, Washington, D.C.

AUTHOR: Bureau of Statistics, Treasury Department, 1867-1883; Bureau of Navigation, Treasury Department, 1884-1902; Bureau of Navigation, Department of Commerce and Labor, 1903-1912; Bureau of Navigation, Department of Commerce, 1913-1932; Bureau of Navigation & Steamboat Inspection, Department of Commerce, 1933-1935; Bureau of Marine Inspection & Navigation, Department of Commerce, 1936-1942; Bureau of Customs, Treasury Department, 1943 to present.

DIMENSIONS: 6"x 9", 1867-1883; 8"x 10-3/4", 1884; 8½"x 9-3/4", 1885-1924; 7½"x 10½", 1925-1936; 11½"x 9½", 1937 to present (volume now deeper than tall).

BINDING: Pebbled dark blue cloth with gold letters, 1885-1902; light brownish green canvas with black letters, 1903-1942; tan buckram with black letters 1943-present.

MERCHANT VESSELS: One alphabet, 1867; rigged and unrigged vessels separated, 1868; sail and steam separated, 1875; steam and motor separated, 1915; yachts (steam, motor, sail) separated from trading vessels, 1925; all lumped in one alphabet, 194[illegible]

PARTICULARS GIVEN: Official number, signal letters, name, rig, home port, horsepower, and tonnage, since 1867; gross and net tonnage, where built, when built, since 188[illegible] length, beam, and depth of rigged vessels since 1885 (of unrigged since 1925); number of crew, since 1902; trade of powered vessels, since 1902 (of sail and unrigged since 1925); name and address of managing owner since 1925.

IRON & STEEL VESSELS: Separate tabulations, 1885-1905; indicated by setting name in italics, 1889-1893; iron in italics and steel in small caps, since 1894.

SIGNAL LETTERS: First tabulated separately, 1872; where built, when, and name of managing owner added, 1880; separate publication beginning 1895.

LOSSES AND SALES: Particulars of losses, since 1905 (except "restricted" issues of 1943-45); sales foreign, documents abandoned, etc., since 1921 (same exceptions).

GOVERNMENT VESSELS LISTED:

U.S.Navy and Revenue Marine (Coast Guard after 1915), 1872-1942.
U.S.Army Quartermaster 1884-1942; Engineers 1888-1942; Ordnance 1906-1942.
Coast Survey (later Coast & Geodetic Survey), 1873-present.
Lighthouse Board, Lighthouse Establishment, or Lighthouse Service, 1876-1939.
Fish Commission (now Fish & Wildlife Service), 1884-present.
Marine Hospital Service (now Public Health Service), 1893-present.
Mississippi or Missouri River Commissions, 1888-1905.
Reclamation Service, 1909-present. Immigration Service, 1904-present.
Panama Canal and Panama R.R., 1908-present.
Bureau of Navigation, 1913-1942 (later Bureau of Marine Inspection & Navigation).
Bureau of Public Roads, 1930-1943. Bureau of Prisons, 1943-present.
National Park Service, 1944-present. Forest Service, 1930-present.
U.S.Maritime Commission or War Shipping Administration, 1943-present.
Alaska Game Commission, 1930-1939 (now part of Fish & Wildlife Service).
Bureau of Biological Survey, 1931-1939 (now part of Fish & Wildlife Service).
Civilian Conservation Corps, 1941-1942.

PHILIPPINE ISLAND VESSELS: Name, home port, and tonnage, 1920; year and place of building added, 1921; dimensions in meters and owners, 1925-1937.

VESSELS CARRYING BULK OIL: Listed separately, 1918-1924.

VESSELS BURNING OIL FUEL: Listed separately, 1918-1937.

PANAMA CANAL TONNAGES: Listed separately, 1914-1933, Suez, 1920-1933.

SHIPOWNERS: Of more than one vessel over 100 tons, listed separately, 1927-30; of one or more over 100 tons, 1931-37; of any size, 1938-present.

SHIPBUILDERS: 1931 lists builders of vessels over 100 tons, 1920-1931; 1932 since 1910; 1933-1937 since 1900.

COMPOUND NAMES: Tabulated separately by last name since 1910.

CHANGES OF NAME: Ignored through 1884; tabulated in 1885; given by footnotes, 1886-1937; tabulated separately 1938-present.

TABLES OF DISTANCES BETWEEN WORLD PORTS, 1931-present.

steamships, separate lists of owners and shipbuilders, and lists of vessels with compound names, were added in the next years, as indicated more fully in the tabulation on page 101.

The 1917 issue was classified "Confidential" on account of World War I, and has since become the hardest volume to locate, for that reason.

By the Merchant Marine Act of 1920, the American Bureau of Shipping was made the official classification society of the United States, and vessels carrying their class were ordered so designated in "Merchant Vessels of the U.S."

In 1925 a major change was made in the volume: the name of the owner and his mailing address were included for each vessel; dimensions were also shown for unrigged vessels. This addition increased to 17 (not counting line numbers) the number of columns of data presented, necessitating the use of two pages. In 1937 the shape of the volume was changed, permitting all the columns to go on one page by omitting the mail addresses. These were supplied by expanding the alphabetical tabulation of owners at the end of the volume to include all owners of vessels of any size.

Upon our entering World War II, the 1942 edition of the work was classified "Confidential"; 1943, 1944, and 1945 were issued in two editions, "Confidential" and "Restricted", the latter having the lists of losses, sales, and scrappings omitted. Meanwhile the regulatory functions of the Bureau of Marine Inspection and Navigation were transferred to the Coast Guard, and the yearbook was handed back to the Treasury Department for publication. The full swing of the pendulum was completed in 1946, when all vessels, steam, sail, or motor, were lumped together in one alphabet, just as in 1867.

Another significant change in 1946 was the introduction of a different system of alphabetizing. Through the years, "Merchant Vessels" had developed a system of word-by-word alphabetizing in which, treating a single letter as a word, names were grouped according to the number of words in them. This method was well-adapted to the large number of American ships named for persons, and was widely copied. In 1946, however, it was dropped in favor of a strict letter-by-letter system.

THE SHIPBUILDERS OF HUMBOLDT BAY. V. ROLPH SHIPBUILDING COMPANY

As mentioned in the last issue of LOG CHIPS, the Fairhaven shipyard was sold in 1917 to Mayor James Rolph Jr. of San Francisco and his associates, who formed the Rolph Shipbuilding Company. We have already ("Sea Breezes", vol.24, pp.220-223, 260-261) given a brief biography of Rolph and a list of ships owned by him. Since that time we have learned more about him from the biography published in San Francisco in 1934 by D.W.Taylor.

The parents of James Rolph Jr. were a Scottish lassie and a young Londoner who met aboard the Panama steamer, and were married on 26 June 1868, the day they landed at San Francisco. James Rolph senior found employment as note teller with the Bank of California, and worked there until 1916. He also acted as San Francisco agent for John Black & Co. of London, of which firm his uncle Augustus was a member, chartering their ships through Balfour Guthrie or G.W.McNear.

Young James, eldest of 7 children, went to work at 19 for Kittle & Co. Ten years later he joined with a former schoolmate, George U.Hind, who left the real estate firm of Ashton & Gardner, to found the shipping firm of Hind, Rolph & Co. Each of the partners put in $2500 cash, and they had a credit for $25,000 from George's father Robert R.Hind, who owned a couple of schooners.

From this small beginning in 1898, they soon had a large fleet of schooners, barkentines, and square-riggers under their management. The smaller units were built for the Hawaii sugar trade, but when that was taken over by the Matson steamers they were employed in the offshore lumber trade. With the BRODICK CASTLE, WILLIAM T.LEWIS, GOLDEN GATE, and ANNIE M.REID, Hind, Rolph was one of the few San Francisco owners to engage in the Cape Horn grain trade. These latter were under British colors until 1914 being registered in Victoria, B.C., or in Britain in the name of Augustus P. Rolph.

James Rolph Jr. organized the Mission Bank in 1903, and in 1911 was elected Mayor of San Francisco, serving continuously until he became Governor of California in 1930. In 1914 he founded the Rolph Navigation & Coal Co., and in 1915 began speculating in steamships. Finding it impossible to buy or contract for further tonnage in 1917, he bought the Bendixsen yard

to build his own vessels. The Rolph Shipbuilding Co.was incorporated by James Rolph Jr., D.F.Ewart, and John D.Stelling.

Never a modest man, Rolph promptly changed the name of Fairhaven to Rolph, and set about erecting houses and a hotel for shipyard workers and putting the yard in shape for building large wooden hulls. Two basic types were projected: a four-masted skysail-yard barkentine for the Rolph Navigation & Coal Co., and a single-screw steamer of 2400 deadweight tons for the French Government for Mediterranean trading. Later an Emergency Fleet contract for 9 Ferris type steamers was undertaken.

The vessels completed, in chronological order, were the following:

	1918	
4m.Bktn	CONQUEROR	1395 tons
Stmr	JOAN OF ARC	2375
4m.Bktn	HESPERIAN	1385
M/V	EDNA C	73
Stmr	ANNETTE ROLPH	2361
Stmr	GEORGINA ROLPH	2354
	1919	
4m.Bktn	ANNIE M. ROLPH	1393
4m.Bktn	ROLPH	1386
Stm.Tug	STORM KING	527
4m.Bktn	GEORGE U. HIND	1389
5m.Bktn	PHYLLIS COMYN	2267
5m.Bktn	ANNE COMYN	2267
	1920	
5m.Bktn	RUSSELL HAVISIDE	2264
Barge	THOMAS ROLPH	1269

The CONQUEROR, first product of the newly renovated yard, went down the ways on 22 Feb.1918. She was launched in characteristic Rolph style, with gold coins under the steps of her masts, and the Mayor chartered a special train to take a party of friends up from San Francisco, wining and dining them at the shipyard hotel. The CONQUEROR's accounts could afford such expenses, as she was chartered to carry a cargo of lumber to South Africa at 310s per M, free of commission, prepaid.

JOAN OF ARC was launched 17 April 1918, but the Shipping Board declined to permit a transfer to the French flag, so the Rolph Navigation & Coal Co. kept her and her sisters and operated them. EDNA C. was launched on 4 July 1918 for the Cousins launch Co. She was a double-decked ferry, used to take workers across Humboldt Bay from Eureka to the shipyard.

On the Shipping Board contract, one hull, BURNHAM, was completed but not documented. Another hull was finished as a barge. Three more were completed as five-masted barkentines for account of Comyn, Mackall & Co., and rigged at San Francisco by the Haviside Co.

The STORM KING was built for the Rolph Navigation & Coal Co.to replace a couple of their tugs that had been requisitioned by the U.S.Government. THOMAS ROLPH was engined in 1922 as the steam schooner VIKING; whether she was the last of the four-masted barkentines or the first of the two steam schooners that the Rolph yard was reported to be starting in the summer of 1919, we are unable to state. One steam schooner, named ELIZABETH J. ROLPH, was listed as under construction in January 1922, and she or another was launched on 9 June 1924 to clear the ways, the yard then having recently been sold by the Rolph interests. The name JAMES ROLPH III is also associated with this latter hull, which is reported to have ended her days in a lay-up berth in the San Joaquin River near Antioch.

As to the actual shipbuilders associated with the Rolph yard, William Russic formerly of the Hanlon yard at Oakland, was foreman shipbuilder in 1917, while William McDade was superintendent of construction in 1920.

Hind, Rolph & Co. suffered more than other San Francisco shipowners in the financial depression that followed World War I, Taylor tells us, because Mayor Rolph lost most of his fortune speculating in Cuban sugar and rice. Perhaps Peter B. Kyne drew on this circumstance for his plot in "Never the Twain Shall Meet", but the happy ending was his own invention. With $1,950,000 tied up in the three steamers that could not be sold to France, and no immediate compensation for the commandeered tugs, Hind, Rolph & Co. was liquidated in 1921.

The shipyard became part of a lumber manufacturing plant operated by the Hammond interests. We visited the site in 1936. The molds of the steamer ALLIANCE were still stored in a shed, and floating alongside a wharf were a set of gaff jaws that once belonged to a good-sized schooner. There was a boat-yard and light marine railway just south of the old plant, but otherwise no indication that over 150 seagoing vessels had been built at this site.

Rolph died in 1934, leaving about $1,000,000 in life insurance and approximately an equal amount of debts.

SAILING SHIP NEWS

AF CHAPMAN, Swed.ship. The "Nautical Magazine" reports her serving as a hostel for the Touristforening at Stockholm, in good condition.

AMERIGO VESPUCCI, Ital.aux.tr.ship. 2 Sept.1949 left Leith for Ceuta; passed the Lizard 7 Sept.

ARCHIBALD RUSSELL, Finn.4m.bk. October 1949 sold to J.& J.King, Gateshead; breaking up commenced.

BUERGERMEISTER SMIDT, Ger.ship (ex SCHULSCHIFF DEUTSCHLAND). Serving as a floating restaurant at Bremen, still fully rigged.

CORNELIA, Ger.barge (ex 5m.sch KAPITÄN HILGENDORF, ex CAP NORD: see p.107) Now a coal hulk for the Hamburg-Sued line.

DANMARK, Dan.aux.tr.ship. 9 Sep.1949 left København for West Indies, passed Finisterre on the 24th.

DAR POMORZA, Pol.aux.tr.ship. 30 Aug. left Göteborg for København; 11 Sept. left København for Gdynia; arr Karlshamn on the 12th. 13 Aug.was at Tor B.

DUCHESSE ANNE, Fr.ship (ex GROSSHERZOGIN ELISABETH). Currently French naval barracks at Lorient.

G.A.ANDERSON, sch. (built Bishops Head, Md., 1908) 18 Oct.1949 foundered after striking wreck of USS SAN MARCOS (ex TEXAS) off Tangier I. Crew saved by USCGS MOHICAN. (Reported as T.H. ANDERSON, but we believe correct name as above)

GORCH FOCK, Ger.aux.tr.bark. Sunk by the Germans at Stralsund in 1945, has been raised by the Russians.

HERZOGIN CECILIE, Finn.4m.bk. Captain Karl Ruben de Cloux, who commanded this vessel and later owned a master's interest in PARMA, died on 5 September 1949, aged 65.

INFANTE DE SAGRES TERCEIRO, Port.aux.sch. 1 October 1949 arr Oporto.

JULIA QUARTO, Port.aux.3m.sch.(See LOG CHIPS, p.62) 14 Aug.1949 burned and sank SE of Newfoundland.

NAVEGANTE SEGUNDO, Port.aux.3m.sch.(p.62) 25 Aug.1949 foundered off Grand Banks.

PAMIR, Finn.4m.bk. 2 Oct.arr Falmouth from Port Victoria. 5 Oct.left in tow for Penarth; arr 6th.

PASSAT, Finn.4m.bk. 19 Sept.arr Cobh from Port Victoria. 24th sailed for Penarth; arr.3 Oct. PAMIR and PASSAT are chartered by the British Ministry of Food to store their cargoes, and their Finnish owner is looking for buyers.

PIETRINA, Ital.aux.yt. 6 Aug.arr Rio.

PRINS VALDEMAR, 4m.bkn. Long an aquarium and restaurant at Miami, has been declared an eyesore by the City Commissioners and ordered removed.

Russian sailers: "Maritime Review" reports the aux.3m.schrs BLESK, GLOBUS, OMAR, and SVESDA at Honolulu.

SØRLANDET, Nor.tr.ship. 25 Aug.1949 arr Sunderland; 31 Aug.arr Stavanger from Sunderland.

(Our thanks to Miss Joanna Colcord and Messrs. Jürgen Meyer, Harold Huycke, and Giles M.D.Tod for items in the above).

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EAST INDIA MARINE SOCIETY SESQUICENTURY

The one hundred fiftieth anniversary of the East India Marine Society was commemorated at the Peabody Museum of Salem on 15 October 1949.

NEWS AND [illegible]

HYDROGRAPHIC OFFICE PRINTS NEW FLAGS

We mentioned in September that no new official flag sheet had been published since World War II. Since then the Hydrographic Office has announced that such a sheet will appear on the reverse of the Pilot Charts for December 1949 or January 1950.

Edited by the Visual Signals section of the office of the Chief of Naval Operations, the new sheet indicates the merchant flag, national flag, and ensign of all the countries of the world as of 1 September 1949. Some new flags that have never previously been shown in a United States Navy list are those of India, Pakistan, Burma, Israel, Northern Korea, Ukrainian S.S.R., and Byelorussian S.S.R. The United Nations flag also appears for the first time.

Changes have been made in the flags of Italy, Bulgaria, Rumania, Poland, and Yugoslavia. Still shown are Latvia, Lithuania, and Estonia, as the absorption of those nations into the Soviet Union is not yet recognized by the United States. Three interesting flags are those carried by German and Japanese merchant ships under Allied supervision. The Indonesian Republic and the West German Republic were created too recently for their flags to have been included: Germany's is again black-red-gold, and Indonesia's is red over white.

Reprints of the sheet are available from the Hydrographic Office, Washington 25 D.C., for 30¢ apiece.

*****

CAPONKA BURNED AT TAPPAHANNOCK

Probably the last surviving Hough type steamer, of which several dozen were built of wood in World War I on the West Coast for the Shipping Board, the hulk of the CAPONKA was destroyed by fire in the Rappahannock River at Tappahannock, Virginia, on 8 September 1949. She had been beached there since 1923. Built at Aberdeen, Washington, in 1918 by the Grant-Smith-Porter Ship Co., the CAPONKA originally grossed 3019 tons. She was a sister of the notorious DUMARU, which was lost by fire in 1918 to the leeward of Guam, and whose survivors were reduced to cannabalism before they reached the Philippines in the lifeboats.

NAVAL RECORDS SENT TO CONGRESSIONAL

The important collection of the Naval Historical Foundation, including log books, letter books, journals, and 50,000 documents gathered since 1926, has been deposited in the Library of Congress. Those interested in Naval history will be glad to hear that these written records are being placed in an accessible location.

Meanwhile, progress is being made on the Truxton-Decatur Museum, which will house the Foundation's relics and models.

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MODELS OF CALIGUA'S BARGES TO BE SHOWN

Tourists next year will be able to see models of Caligua's first-century pleasure craft, which were recovered when Mussolini had Lake Nemi drained in the thirties. The originals were lost by fire when the Germans were driven out of the Nemi region in 1944.

***

TASMANIAN KETCH COMPLETES CENTURY

The 33-ton ketch HUON CHIEF, launched on the Huon River in September 1849, is still trading on the Derwent.

***

FOUR-MASTED BARKS WITH SKYSAIL YARDS

Frank W. Thober sends us the following interesting list of skysail-yard four-masted barks:

With double topgallants and three skysails: MARLBOROUGH HILL, HOLT HILL, BIDSTON HILL, PRIMROSE HILL, LORD RIPON, NORTH STAR, RELIANCE.

Single topgallants and three skysails: QUEEN MARGARET, HAWAIIAN ISLES, CROFTON HALL, ANDRINA, SIR ROBERT FERNIE, GLENCAIRD, CARNIEHILL, DUMFRIESSHIRE, OWEENEE, MUSKOKA, HOWARD D.TROOP, ANCONA, LYNTON, PEGASUS, DRUMROCK, KENTMERE.

Topgallants not stated: ANDORHINA, MUNCASTER CASTLE.

Two skysails (fore and main): WANDERER (new), ALBERT RICKMERS, ALCYONE, AULAIR, SEAFARER; (main and mizen): DRUMMUIR, ROUTENBURN.

Main skysail: WANDERER (reriged), ANDROMEDA, GLENORCHY, LORD WOLSELEY, HOWTH.

We would be glad to have any additions to the above list. All North American-built four-masted barks except the last six from the Sewall yard were three-skysail-yarders, of course.

Four-masted schooners built on the Pacific Coast, continued from p.95

1919

BLAATIND (renamed COMMODORE)	1526	Seattle, Washington	J.H.Price Const.Co.
GUNN	981	Victoria, B.C.	Cholberg Shipyards
MILDRED (Auxiliary)	829	Portland, Oregon	Columbia Engineer.Works
(renamed ARENZANO; renamed CABO GUARDIAN)			
MOUNT WHITNEY	1538	Seattle, Washington	McAteer Shipbuilding Co.
(renamed MARGARETHA SAGER; renamed PAUL)			
SNETIND (Auxiliary)	1501	Seattle, Washington	J.H.Price Const.Co.
VANCOUVER	988	Victoria, B.C.	Cholberg Shipyards
(renamed MARGARET F. STERLING; renamed TRADE WIND and made an auxiliary)			
WASHINGTON	976	Victoria, B.C.	Cholberg Shipyards
(renamed CYNTIA; renamed VALBORG and made an auxiliary)			

1920

ELLA A.	1565	Dockton, Washington	Harbor Navigation Co. (Martinolich S.B.Co.)

1921

NORTH BEND	981	North Bend, Oregon	Kruse & Banks

Four-masted schooners built in Britain for West Coast owners:

1892	AMERICANA (topsail schooner)	901	Grangemouth	Grangemouth Dockyard Co.
1896	HONOLULU	1080	Port Glasgow	R.Duncan Co.

Four-masted schooners converted on the West Coast from other rigs:

1871	HARVESTER (ex bark)	737	Newburyport, Mass.	Atkinson & Fillmore
1872	ANNIE JOHNSON (ex bark) (ex ADA IREDALE; built of iron)	1049	Harrington, England	Williamson
1873	INVINCIBLE (ex ship)	1460	Bath, Maine.	W.V.Moses & Son.
1874	HENRIETTE (ex bark) (Iron)	735	La Seyne, France	F.& Ch.de la Seyne
1876	ALEXANDER (ex paddle tug)	332	Port Esington, B.C.	J. McAlister
1894	OMEGA (ex 4m.bktn)	584	North Bend, Ore.	Simpson
1901	AURORA (ex 4m.Bktn)	1211	Everett, Washington	Everett Shipbuilding Co.

(years in the first column above are of original building, not conversion)

The number of East Coast four-masted schooners brought around to the West Coast was less than the number that went the other way, but it included WILLIAM H. HARRIMAN, SIR THOMAS J. LIPTON, WILLIAM TAYLOR, DOUGLAS DEARBORN, and SUSIE M. PLUMMER. The bark NUUANU, built at Leith in 1882, was also made a 4m.schooner.

We have now, we believe, named every four-masted schooner ever operated on salt water under the American flag. (We hope to list Lakers later). If any reader has noticed an omission, we would be glad to hear of it.

Now for the West Coast five-masters. Two were converted square-riggers:

1878	SNOW & BURGESS (ex bark)	1591	Thomaston, Maine	Samuel Watts
1883	WILLIAM H.SMITH (ex ship)	1957	Bath, Maine	Goss, Sawyer & Packard

Five-masted schooners built on the Pacific Coast:

LOUIS	1888	831	North Bend, Oregon	John Kruse
INCA	1896	1014	Port Blakely, Wash.	Hall Bros.
		1901		
W. H. MARSTON		1169	San Francisco, Calif.	W.F.Stone
		1902		
H. K. HALL (renamed DANTE)		1237	Port Blakely, Wash.	Hall Bros.
		1903		
GEORGE E. BILLINGS		1260	Port Blakely, Wash.	Hall Bros.
		1904		
CRESCENT		1443	Fairhaven, Calif.	H.D.Bendixsen S.B.Co.
		1916		
CITY OF PORTLAND (Auxiliary)		1806	Sauvie Island, Ore.	St.Helens S.B.Co.
COLUMBIA RIVER		1200	Aberdeen, Wash.	Andrew Peterson

Five-masted schooners built on the Pacific Coast, continued.

1916, continued.

SEABORN (Steam Aux.)	1296	Tacoma, Washington	Seaborn Shipyards
(Renamed ILE DE CEYLON; renamed SIERRA NEVADA)			

1917

BALESTRAND (Auxiliary)	2403	Aberdeen, Wash.	Grays Harbor S.B.Co.
BEATRICE CASTLE (Aux.) (renamed STASIA)	1566	Victoria, B.C.	Cameron-Genoa S.B.Co.
BETSEY ROSS	1630	Tacoma, Wash.	Seaborn Shipyards
CITY OF ST HELENS (Aux.)	2135	St. Helens, Ore.	St.Helens S.B.Co.
DIRIA (Auxiliary)	1491	Portland, Ore.	Columbia Engineer. Wks.
ESQUIMALT (Aux; renamed MECKTOUB)	1373	Victoria, B.C.	Cameron-Genoa S.B.Co.
FLAGSTAFF (renamed FALKETIND)	2101	Oakland, Calif.	Hanlon D.D.& S.B.Co.
GERALDINE WOLVIN (Aux.)	1472	Vancouver, B.C.	Wallace Shipyards Ltd.
GRAYS HARBOR (Aux.)	2373	Aberdeen, Wash.	Grays Harbor S.B.Co.
H.C.HANSEN (Aux; rn MARIENBORG)	1660	Tacoma, Wash.	Seaborn Shipyards
JANET CARRUTHERS (Aux.)	1466	Vancouver, B.C.	Wallace Shipyards Ltd.
JESSIE NORCROSS (Aux.)	1481	Vancouver, B.C.	Wallace Shipyards Ltd.
LAUREL WHALEN (Aux.)	1372	Victoria, B.C.	Cameron-Genoa S.B.Co.
LEVI W. OSTRANDER (rn.TSENG TAI)	1638	Tacoma, Wash.	Seaborn Shipyards
MABEL BROWN (Aux; rn REDEMPTOR)	1474	Vancouver, B.C.	Wallace Shipyards Ltd.
MABEL STEWART (Aux; rn CALIMERIS)	1472	Vancouver, B.C.	Wallace Shipyards Ltd.
MALAHAT (Aux.)	1550	Victoria, B.C.	Cameron-Genoa S.B.Co.
MARGARET HANEY (Aux.)	1474	Vancouver, B.C.	Wallace Shipyards Ltd.
MARIE BARNARD (Aux; rn AGAPI)	1476	Vancouver, B.C.	Wallace Shipyards Ltd.
MOUNT RAINIER (Aux.)	2397	Aberdeen, Wash.	Grays Harbor S.B.Co.
SANTINO (Aux.)	2491	Aberdeen, Wash.	Grays Harbor S.B.Co.
WERGELAND (Aux; rn CHRIS MOLLER)	2447	Olympia, Wash.	Olympia S.B.Co.

1918

ADJUTANT DORME (Steam aux.)	2050	Portland, Ore.	Foundation Co.
AMIENS (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
AVIATEUR DE TERLINES (Stm.aux.)	2038	Portland, Ore.	Foundation Co.
BELFORT (Steam aux.)	2142	Portland, Ore.	Foundation Co.
BRIGHT	2176	Seattle, Wash.	National S.B.Co.
BRISK	2151	Seattle, Wash.	National S.B.Co.
CAP FINISTERRE (Auxiliary)	1471	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP HORN (Aux; rn PIETRO BRIZZOLARI)	1469	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP NORD (Auxiliary) (rn.ELEMKA; rn ANDROMEDA; rn KAPITAN HILGENDORF; rn CORNELIA)	1468	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP PALOS (Auxiliary)	1468	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP VERT (Auxiliary) (rn.ISA; rn MARIA BRIZZOLARI)	1472	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP VINCENT (Auxiliary)	1471	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAPITAINE DE BEAUCHAMP (Stm.aux)	2142	Portland, Oregon	Foundation Co.
CAPITAINE GUYNEMER (Steam aux)	2114	Portland, Oregon	Foundation Co.
CAPITAINE REMY (Steam aux)	2114	Portland, Oregon.	Foundation Co.
COLONEL DRIANT (Steam aux)	2117	Portland, Oregon	Foundation Co.
COMMANDANT CHALLES (Steam aux)	2118	Portland, Oregon	Foundation Co.
COMMANDANT DE ROSE (Steam aux)	2142	Portland, Oregon	Foundation Co.
COMMANDANT ROISIN (Steam aux)	2114	Portland, Oregon	Foundation Co.
DANNEMARIE (Steam aux)	2022	Tacoma, Wash.	Foundation Co.
DEMOCRATIE (Steam aux)	2142	Tacoma, Wash.	Foundation Co.
DUNKERQUE (Steam aux)	2131	Tacoma, Wash.	Foundation Co.
EGALITE (Steam aux)	2142	Tacoma, Wash.	Foundation Co.
FANESTRAND (Auxiliary) (rn LIPSIA)	2557	Aberdeen, Wash.	Grant-Smith-Porter Co.
FRATERNITE (Steam aux)		Tacoma, Wash.	Foundation Co.
GENERAL BARATIER (Steam aux)	2114	Portland, Oregon	Foundation Co.

Five-masted schooners built on the Pacific Coast, continued.

1918, continued

GENERAL GALLIENE (Stm.aux; rn VAUQUOIS)		2177	Portland, Oregon	Foundation Co.
GENERAL MANOURY	(Steam aux.)	2117	Portland, Oregon	Foundation Co.
GENERAL PERSHING	(Auxiliary)	2450	Olympia, Wash.	Olympia S.B.Co.
GENERAL SERRET	(Steam aux.)	2117	Portland, Oregon	Foundation Co.
(Rn.G.MACREDACHIS; rn.GENERAL SERRET again; rn.GLORIA)				
GERBEVILLER	(Steam aux.)	2032	Tacoma, Wash.	Foundation Co.
GIVENCHY	(Steam aux.)	2031	Tacoma, Wash.	Foundation Co.
HJELTENAES	(Auxiliary)	2387	Aberdeen, Wash.	Grays Harbor S.B.Co.
JEAN STEEDMAN	(Auxiliary)	1577	Victoria, B.C.	Cameron-Genoa S.B.Co.
JOHN W. WELLS		2527	St.Helens, Ore.	St.Helens S.B.Co.
JUSTICE	(Steam aux.)	2138	Tacoma, Wash.	Foundation Co.
KORSNAES	(Auxiliary)	2446	Olympia, Wash.	Olympia S.B.Co.
LIBERTE	(Steam aux.)	2135	Tacoma, Wash.	Foundation Co.
LIEUTENANT DELORME	(Stm.aux.)	2142	Portland, Oregon	Foundation Co.
LIEUTENANT GRANIER	(Stm.aux.)	2038	Portland, Oregon	Foundation Co.
LIEUTENANT PEGOUD	(Stm.aux.)	2114	Portland, Oregon	Foundation Co.
LUNEVILLE	(Steam aux.)	2117	Portland, Oregon	Foundation Co.
MARIE DE RONDE	(Auxiliary)	2145	Aberdeen, Wash.	Grays Harbor M/S Co.
NANCY	(Steam aux.)	2142	Portland, Oregon	Foundation Co.
NOYON	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
REIMS	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
REPUBLIQUE	(Steam aux.)	2035	Tacoma, Wash.	Foundation Co.
ROSE MAHONEY		2051	Benicia, Calif.	James Robertson
ROYE	(Steam aux.)		Tacoma, Wash.	Foundation Co.
SOISSONS	(Steam aux.)	2117	Portland, Oregon	Foundation Co.
SOUCHEZ	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
THANN	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
THISTLE		1587	St. Helens, Oregon	St. Helens S.B.Co.
TOUL	(Steam aux.)	2038	Tacoma, Wash.	Foundation Co.
VAILLY	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
(renamed ROBIN HOOD)				
VERITE	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
VIMY	(Steam aux.)	2020	Tacoma, Wash.	Foundation Co.
			1919	
BIANCA		2139	Seattle, Wash.	Elliott Bay S.B.Co.
ECOLA		2266	Portland, Oregon.	G.M.Standifer Const.Corp
			1920	
ELINOR H.		1569	Dockton, Wash.	Martinolich S.B.Co.
K. V. KRUSE		1728	North Bend, Oregon	Kruse & Banks
VIGILANT		1603	Hoquiam, Wash.	Matthews S.B.Co.
(rn.CITY OF ALBERNI; rn CONDOR)				
			1921	
UNDAUNTED (rn SIPANJKA LUKA)		2266	Portland, Oregon	G.F.Matthews
			(hull commenced by Grant-Smith-Porter)	

Unless specified as "steam", all auxiliaries in the above lists had internal-combustion engines. More detail on some of the above can be found in the article "Five-masted Schooners" in "The American Neptune", vol.5, pp. 137-141.

We have now covered all the five-masted schooners built in North America (Great Lakes excepted). Corrections and additions are solicited.

The Norwegian bark SELENE, dismasted off the South African coast in 1913, was rerigged at Cape Town as a five-masted schooner in 1919. She was burned out and beached in the Mozambique Channel a couple of years later. Another five-master that started as a square-rigger was the auxiliary KATHERINE, ex COUNTY OF LINLITHGOW, which was converted to a six-master in 1919, but later had one mast removed. She was renamed FRIEDA.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1894

(Arranged by builders)

Name / Later name	Rig	Gross	First owners / Year / Later owners	Dead-weight
			R.& J. Evans & Co., Brunswick Dock, Liverpool	
LYNTON	4m.Bark	2531	Johnston, Sproule & Co.	3700
			Ritson & Co., Maryport	
LADAS	Bark	1395	Builders	
			Ailsa Shipbuilding Co., Troon	
KILMELY	Bark	1630	J.Browne, Glasgow	3700
			Russell & Co., Port Glasgow and Greenock. Greenock yard.	
GRENADA	4m.Bark	2268	P.Denniston, Glasgow	3700
ANCON	Bark	1454	McDonald, Adams & Co., Greenock	2340
			Port Glasgow yard.	
SPRINGBANK	4m.Bark	2398	Andrew Weir, Glasgow	3800
ASRYM			1917 Thv.B Haistein & Sons, Christiansand	
FALLS OF ETTRICK	4m.Bark	2264	Wright, Graham & Co., Glasgow	3750
CLAN GALBRAITH	4m.Bark	2149	Thomas Dunlop & Sons, Glasgow	3450
KING DAVID	Ship	2240	John A.Walker& Co., Glasgow	3000
PARNASSOS	Ship	2001	B.Wencke & Son, Hamburg	3250
CLYDE	Ship	1813	James Nourse, London	2750
H.F.GLADE	Ship	1807	J.C.Pfluger, Bremen	2850
PORT ERROL	Ship	1935	C.A.Banck	3100
SVEA				
OREGON			1906 Tidemann & Co., Bremen	
FRITZ SMITH			Risør, Norway	
EKELUND			Emil Harstad, Holmestrand, Norway	
HEATHBANK	Bark	1661	A.Weir, Glasgow	2750
CASTLEBANK	Bark	1656	A.Weir, Glasgow	2750
CAMBUSWALLACE	Bark	1651	Robert Russell, Glasgow	2850
HEATHFIELD	Bark	1643	J.A.Russell, Glasgow	2750
CAITHNESS SHIRE	Bark	1641	Thomas Law, Glasgow	2800
DUNFION	Bark	1637	James Dunn & Sons, Glasgow	2750
DUNEARN	Bark	1632	James Dunn & Sons, Glasgow	2720
BLAIRLOGIE	Bark	1637	Thomson & Gray, Glasgow	----
CUMBRAE	Bark	1464	Walker & Co., Greenock	2430
TACOMA	Bark	1650	L.T.Merrow & Son, Glasgow	2650
			Robert Duncan & Co.Lim., Port Glasgow	
INVERNESS SHIRE	4m.Bark	2307	Thomas Law, Glasgow	3800
SVARTSKOG			1916 S.O.Stray, Christiansand, Norway	
EAST INDIAN	Bark	1745	Lang & Fulton, Greenock	2900
HANS			C.Krabbenhoft & Bock, Hamburg	
TAMARA X			1922 Hachfeld Fischer GmbH, Hamburg	
NERA				
			William Hamilton & Co., Port Glasgow	
RIVERSDALE	Ship	2206	R.W.Leyland, Liverpool	3800
HARVESTEHUDE			Schlüter & Maack, Hamburg	
RIVERSDALE (barge)			1924 James Griffiths & Sons, Vancouver, B.C.	
RED ROCK	Ship	1719	James Cornfoot, Glasgow	2850
CARNAVON CASTLE			1906 Robert Thomas, Liverpool	

1894 LAUNCHINGS, continued.

	A. Rodger & Co., Port Glasgow			
CARNAVON BAY	Ship	1932	Roberts, Owen & Co., Liverpool	3200
GLENCLUNE	Bark	1478	Sterling & Co., Glasgow	2550
GLENDOON	Ship	1981	Sterling & Co., Glasgow	3200
	Archibald McMillan & Son, Dumbarton			
VINCENT	Ship	1904	R.N.Smith & Co., Liverpool	
BELFORD	Ship	1905	Briggs, Harvie & Co., Glasgow	
	Mackie & Thomson, Govan, Glasgow			
ASPICE	Ship	1909	R.J.Swyny, Liverpool	
SANT' ERASMO		1900	Genoa, Italy	
SEE ROSE		1905	Hamburg, Germany	
AGGI		1909	Norway	
FALKLANDBANK	Ship	1913	A. Weir, Glasgow	
	Charles Connell & Co., Whiteinch, Glasgow			
BEN DEARG	Ship	2349	Watson Brothers, Glasgow	----
LASBEK			Knöhr & Burchard, Hamburg	
WHITLIEBURN	Ship	2006	Morris Carswell, Glasgow	----
DUDHOPE	Ship	2087	Charles Barrie, Dundee	3400
FORTH	Ship	1829	James Nourse, London	----
MERSEY	Ship	1829	James Nourse, London	----
TRANSATLANTIC		1915	Chr. Hannevig, Horten, Norway	
DVERGSØ		1918	Christiansands Shipping Co., Christiansand	
	John Reid & Co.Lim., Whiteinch, Glasgow			
LOCH NEVIS	4m.Bark	2431	Aitken, Lilburn & Co., Glasgow	4000
OCTAVIA			German	
PRIMERO (steamer)		1916	Argentina	
	Alexander Stephen & Son, Dundee			
PITLOCHRY	4m.Bark	3111	Builders' account; sold new to F.Laeisz, Hamburg	
	Cumming & Ellis, Inverkeithing			
BERING	Bktn	412	Morgan, Gellibrand & Co., Leith	600

SHIPBUILDING IN BRITAIN IN 1894

The year was a poor one for the builders of sailing ships. The largest hull launched in 1894 was PITLOCHRY, 3111 gross tons, with LOCH NEVIS, 2431 tons a poor second. Both were four-masted barks; but three-masted ships were more numerous this year, with BEN DEARG, 2349 tons the laegest. Most of the full-riggers were "Jubilee-rigged", without royal yards. The largest bark was EAST INDIAN, 1745 tons, and the only barkentine BEHRING of 412.

Three 1894 ships were later American. BEN DEARG RIVERSDALE, as ~~HARVESTEHUDE~~ LASBEK, was another of the fleet of German sailers that were taking cargoes to the great Boleo copper mine at Santa Rosalia, and were caught in Mexican waters at the outbreak of World War I. She was bought after the war by the Robert Dollar Co.of San Francisco, who towed her to San Francisco from Guaymas in 1926. She was sold in 1929 to become a breakwater at Alameda Airport, but was finally scrapped at Bay Point in 1931.

RIVERSDALE, as HARVESTEHUDE, had a similar history. The Dollars sold her in 1924 to Griffiths, who restored her original name; and when last heard of she was in use as a log barge for the Island Tug & Barge Co., Victoria.

VINCENT became American in 1914 under the ownership of the Harby SS Co., New York, and was lost by striking a mine in the North Sea on 27 September 1915.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER TEN 111 JANUARY 1950

NEW ENGLAND REVISITED

Last October we had another quick trip to Cape Cod, in the course of which we were able to take in a few more of the sights of New England. A day in Boston let us visit the Boston Museum of Fine Arts, which has three rooms of marine material. The Boucher rigged model of FLYING CLOUD is one of the features of this collection, which is noteworthy for having three Donald McKay half models, the largest number now existing in one place.

The GREAT REPUBLIC model that was taken to Germany by McKay's daughter Mary Albenia is one of these, having been willed by her to the Museum in 1932, and the others are WASHINGTON IRVING of 1845 and ROMANCE OF THE SEAS of 1853. There is also a half model of the SAMUEL RUSSELL of 1847.

At Cambridge, we visited the Department of Naval Architecture at Massachusetts Institute of Technology. VAdm E.A. Cochrane USN(Ret), who is now head of the department, showed us around. We were interested to see that model making is still part of the curriculum here, and that students are taught to work out the plating of a hull on a three-dimensional surface rather than try to project it on paper.

Around the walls of the classrooms are a great many builders' models, particularly of recent tankers, colliers, warships, yachts, and types of small power craft whose designs are not commonly encountered. An effort has been made to provide suitable identification of each, with a photograph of the completed vessel.

There is also a small public display of rigged models, while in a basement storeroom are a large number of items, from the A.H.Clark collection and other sources We noticed a number of builders' models of Henry Hastings' ships, including the NOONDAY, whose bell is in the de Young Museum at San Francisco and whose name is on a pinnacle rock off the Farallones, and a mounted half model of the British tea clipper SERICA. It is to be hoped that this stored material can soon be made available to the public.

The State Street Trust Company was closed for Saturday, but on a building nearby at 60 State we found a tablet setting forth that the premises were occupied from 1833 to 1877 by the firm founded by Thatcher Magoun (1775-1856), a shipowner.

On Sunday we went again to the New Bedford Whaling Museum, and took a census of its half models. Around the LAGODA in the Bourne wing are: ship HORATIO, built Port Jefferson N.Y. 1877 by J.M.Bayles & Son; bark JONATHAN BOURNE, built Bath 1877 by Goss & Sawyer; bark WM.BAYLIES, built Bath 1886 by New Eng.SB.Co.; bark SUNBEAM, built Rochester, Mass., 1856 by Holmes; an unnamed vessel of about 1850; bark ATLANTIC, New Bedford 1851; unnamed around 1865; COURSER, New Bedford 1855; a third unnamed c.1850; ship ABRAHAM H.HOWLAND, New Bedford 1845; ship NAPOLEON, Rochester 1838 (model made with vertical sections); and schooner CARRIE D. KNOWLES, Essex, Mass., 1887 by John James.

On the balcony are a hawksnest model of schooner TACCAO, New Bedford 1849; and an unnamed schooner of about 1875.

In the basement, beside 6 or 7 beyond reading distance, are CHARLES A.COOK; ELSIE ORNE; and FLEETWING, bark built at Port Jefferson by Bayles in 1877.

At Woods Hole we visited Norman T.Allen, who owns several half models and an interesting collection of early navigational instruments. He gave us some information on the Pacific Guano Co., which once had a plant at Woods Hole. Originally the firm marketed Peruvian guano, and later imported it from Baker Island in the Pacific; but their Woods Hole operations were based on guano dug at Navassa Island in the Caribbean, combined with local menhaden and with phosphate rock imported from Carolina, where it was once gathered as alluvial pebbles in river bottoms. Too far from its markets, the firm went bankrupt years ago.

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MORE ON NATIONAL LISTS OF MERCHANT VESSELS

In November LOG CHIPS the character and contents of "Merchant Vessels of the U.S." was described in some detail. Our use of "present" embraced only the 1946 volume, the latest then available to us. Commencing with 1947, we now note that tables of distances between world ports and all lists of government vessels have been dropped, and the book size reduced to 10½" x 8". In other respects the tabulation on p.101 still holds good.

We mentioned that one of the early titles of the work was "Mercantile Navy List of the United States", and this title clearly shows the influence of the British "Mercantile Navy List", which may be regarded as its parent.

The "Mercantile Navy List" in turn was a step-child of the "Navy List", which is primarily a list of officers of the Royal Navy, giving their duty stations. The "Mercantile Navy List" was established as a result of an Order in Council of the Lords of the Committee of Privy Council for Trade, published 19 August 1845, requiring that masters and mates of British merchant vessels obtain certificates of qualification.

The "Mercantile Navy List" at first was an annual list of such officers, together with a list of registered steamers and with notices and regulations that their Lordships wished to bring to the attention of mariners.

The Merchant Shipping Act of 1854 provided for the assignment of official numbers to British registered vessels, from and after 1 May 1855, and J.H.Brown, Registrar of Seamen, was quick to point out that the official number offered an opportunity for easy identification of vessels by signal. A committee with Adm.F. W.Beechey as chairman was therefore appointed by the Board of Trade to look into the matter of a proper signal code.

The report, delivered 24 Sept.1856, gave us the International Code of Signals. With two extensive revisions (1897 and 1931), this is the code used today.

As far as ship identification is concerned, the significant feature of the 1856 code is the use of four-flag hoists instead of the direct expression of five- or six-digit numbers. This was brought about by using 18 different flags, identified by consonants of the alphabet (vowels were left out to avoid spelling rude four-letter words), instead of the 10 flags that a simple numerical code would have required. Four-flag hoists with 18 different flags and no repetition permute to 73,440 combinations, which was felt to be an adequate total. (The International Code now has 26 letters, 10 numbers, and 3 repeaters).

Meanwhile, on 27 March 1856, Brown recommended that vessels should be listed against their official numbers in the "Mercantile Navy List", and although we have not yet seen the actual copies, we believe that the 1857 issue of the list did contain the names of British registered vessels, giving signal letters, official number, register tonnage, and hailing port. Certainly this information is in the 1858 issue.

The Code Book, first published in April 1857, has always been confined to a general vocabulary, leaving ship identification to the other book.

Foreign vessels could be included in the "Mercantile Navy List" for a small fee, and thus early issues have an international flavor. Later the place and year of building of vessels, the port and year of registry, material, horsepower, and the name of principal or managing owner were added, while the lists of certificated officers dropped out. Current issues have separate listings of steam, motor, and sailing vessels. The last pre-War II issue was 1940, and the first post-war issue 1947, with 1949 promised next.

"Mercantile Navy List" is the standard source for identifying British merchant ships, just as "Merchant Vessels of the U. S." is for American craft.

Although "Mercantile Navy List" includes Canadian registered vessels, Canada began to publish her own list not long after the United States began one. The earliest that we have seen is "List of vessels on the registry books of the Dominion of Canada", a supplement to the 1873 annual report of the Department of Marine & Fisheries. It has very complete information, giving official number, name, rig, year and place built, whether steam or sail, registered dimensions, net tonnage, name of owner, and "remarks" (which frequently include insurance class).

The 1874 report is similar, but gives also a list of vessels built in 1873, including builders' names, and a list of wrecks and casualties. The next list apparently was that of 1877, and now the vessels are together in one alphabet instead of being first broken down by home port.

Thereafter until 1901 the list was issued triennially, 1901 being the 11th;

since that year it has been an annual. It has been bilingual (French and English) since 1886. Since 1936 the title has been "List of Shipping, issued by the Department of Transport".

In Germany there was issued annually from 1871 to 1876 an "Alphabetisches Verzeichnis für die deutsche Handelsmarine", which was succeeded in 1877 by the "Handbuch für die deutsche Handelsmarine", published by the Reichsamt des Innern.

The 1912 issue, probably typical of most, gives under separate alphabetical tabulations for sail and steam the signal letters, name, home port, rig (for sail), gross and net tonnages in Moorsom and metric units, year and place built, material, name of owner and of master, and number of crew. Steamers give also the length of engine-room, type and horsepower of engines, and number of boilers. Former names, builders' names, and dimensions are significant omissions. We do not know the history of this work since World War II.

A similar Japanese work is "List of Merchant Steam Vessels of Japan (including in 1936 separate lists for Formosa, Korea, and Manchuria), published at Tokyo by Teikoku Kaiji Kyokai. It lists all steamers over 100 gross tons, giving official number, signal letters, name (but not former names), material, gross and net tonnages, dimensions in meters, draft in feet, year built (but not place or builder), home port and owner. We have seen only the 1936 issue of this work, and do not know its history.

Most other maritime countries have issued similar lists of their vessels in one form or another. For example, we have seen an official Chilean list that included a photograph of each vessel; something that could be attempted only in a country with a relatively small merchant fleet.

We would appreciate hearing from readers with knowledge of such lists for countries not mentioned above, and we will publish any data received in future issues of LOG CHIPS. Meanwhile, we have in progress a survey of classification society lists or registers, starting with Lloyds.

*****

WANTED TO SWAP--"Merchant Vessels of the U.S.", 1931, 1944 Res., 1945 Conf., or 1946, for earlier issues. Write LOG CHIPS.

THE SHIPBUILDERS OF HUMBOLDT BAY -- VI

HAMMOND LUMBER COMPANY

The Hammond Lumber Company was a concern manufacturing redwood lumber on Humboldt Bay, founded by A.B.Hammond, whose biography may be found in "Who Was Who in America". As already noted (LC p89) this company leased for a time the Bendixsen yard at Fairhaven, building steam schooners for its own account.

The principal Hammond mills are located at Samoa, two miles north of Fairhaven on the sandspit between Humboldt Bay and the Pacific Ocean, and here in 1909 was built the second ANTELOPE, a stern-wheel ferry of 160 tons, which doubtless was fitted with the machinery and joiner-work of the first ANTELOPE of 1888, whose hull had been built by Peter Matthews (LC p.39).

After the Bendixsen yard was sold to the Rolph interests, Hammond laid out a new yard at Samoa, and in the summer of 1917 commenced work on a contract for seven Ferris type steamer hulls for the Emergency Fleet Corporation. Of these BLOOMINGTON, KEOTA, and SARIS were completed in 1918, DARRAH was delivered early in 1919, ACHORA and AMATA were left in 1919 as incomplete hulls, and APAMA, launched in 1919, was rigged at San Francisco in 1920 as the six-masted barkentine ALICIA HAVISIDE.

THE FAYS

One of the first vessels built on Humboldt Bay was the PHOEBE FAY, a 49-ton schooner launched in 1854 (1864 by some accounts) by some pioneer settlers named Fay. She was lost in April 1883.

The name Fay continued through the years in association with small Humboldt Bay vessels. The TOLEDO of 1904 (LC p89) was owned by Adolphus Fay, and may actually have been built by him; A. Fay is also listed as the builder of the stern-wheeler WEITCHPEC, 150 tons, at Fairhaven in 1904.

OTHERS

There are still a handful of names of Humboldt Bay vessels that we have not yet mentioned; but they are little more than names.

An 86-ton schooner named ALCYONE is said to have been built at Humboldt in 1862 by S.Gilman. We know nothing more of man or vessel. Then there was a 54-ton schooner PORPOISE of 1866, and a 67-ton INA of 1883. Finally a 50-ton NO NAME was said to have been built for Tahitian owners.

BOOK REVIEWS

CHAPELLE, Howard I., "The History of the American Sailing Navy; the Ships and Their Development"; 558 pp; 16 pl; 32 folding plans; 155 fig; New York, W.W. Norton & Co, 1949; price $10.00.

It goes without saying that a book by Chapelle on this subject would be the last word on the development of sailing men-of-war in the United States Navy. A companion volume to his "History of American Sailing Ships", the book covers its specialized topic thoroughly from colonial times to 1855, and by using a smaller type face gets in considerably more text information.

Our only criticisms of this work are that it is a little weak on the topic of ordnance, the development of which has been closely associated with the development of vessel design, and that it is slanted too far toward the interests of modelmakers. Thus there is little information given on the interior arrangements of ships, and practically nothing on the theoretical side of naval architecture. Chapelle, a naval architect himself, apparently has felt that his readers are not qualified to understand the technicalities of his profession.

VILLIERS, Alan, "The Set of the Sails; the Story of a Cape Horn Seaman"; 292 pp; 32 pp.of photographs; New York, Charles Scribners Sons, 1949; price $3.75.

This is Villiers' autobiography, describing in detail the voyages he had not previously written up, and giving the background of those he has. Only his World War II experiences are now missing, and we can assume that a book on these is now in preparation. Curiously, though, there is no mention of the little brigantine which he was reported as building just before the war, by the yachting press.

Villiers is a more accurate reporter than Basil Lubbock and an adventurer without the publicity-seeking angle that characterized Richard Halliburton. As a master of the English language he is in a class with John Masefield and H.M. Tomlinson. "Set of the Sails", like a dozen of his other books, belongs in every nautical library. (The dozen? -- "Sea in Ships", "Falmouth for Orders", "Vanished Fleets", "Sea Dogs of Today", "Coral Sea", "Grain Race", "By Way of Cape Horn", "Sons of Sinbad", "Cruise of the Conrad", "Last of the Wind Ships", "Whaling in the Frozen South", and the war book not yet written.)

BLUSSE VAN OUD-ALBLAS, A., "De Geschiedenis van het Clipperschip in Nnord-Amerika, Engeland en Nederland"; 183 pp; ill; Amsterdam, J.H.de Bussy, 1949.

It is noteworthy that Mr. Blusse van Oud-Alblas finds it necessary to commence his study with the ships of Colonial America, in view of recent British claims that the clipper type was "invented" in Aberdeen in 1839. This book is only a secondary authority, having been drawn for the most part from familiar sources; the Dutch material, however, will be of interest to readers outside the Netherlands.

On p.66 appears the sail plan of the three-masted schooner FLYING FISH, which Chapelle reconstructed for "Baltimore Clipper" and made several mistakes in so doing; the correct plan is in the Admiralty archives, but so far has never been published.

There are a bibliography and an index, and an appendix lists all Netherlands-owned clipper ships and barks.

WORCESTER, G.R.G., "The Junks and Sampans of the Yangtze. Volume II: The Craft of the Lower and Middle Yangtze and Tributaries", xvi and pp.247-506; pl.84-199; figs. 18-32; Shanghai, Chinese Maritime Customs, 1948.

Volume I of this work was reviewed on p.27 of LOG CHIPS. Volume II continues the exhaustive descriptions of native Chinese craft. As usual, Worcester includes a great deal of miscellaneous information, such as a description of the implements used in rice culture, but there is also included in this volume a description of the lorcha, a type showing European influence.

MARCH, Edgar J., "Spritsail Barges of the Thames and Medway", 304 pp; 30 fig; 129 pl; 3 plans; London, Percival Marshall, 1948; price 30 shillings.

Although practically every author has touched on Thames barges when dealing with sailing craft of the world, this book contains a great deal of new information on the type. It covers not only the spritsail rigged type with small mizzen -- the familiar "stumpy" or river barge -- but

also coasting barges, which range upward from mulies, which have a gaff mizzen inboard, through boomies, which are ketch rigged, to topsail schooners and barkentines. These latter are distinguishable as barges by their flat bottoms, chine bilges, and leeboards.

There is a good deal of information on the environment in which barges were built, and the Thames and Medway barge races are fully reported. Details suitable for model makers are described, and specifications for a typical barge are included. No attempt is made to provide a register of names of barges, a task almost impossible on account of their large numbers -- there were still 1496 of them afloat in 1920.

The plans for the most part have been given a reduction too great for the stock they are printed on; but since the publishers list blue prints for sale at the scale of 1/48 this is not too serious.

LACROIX, Louis, Capitaine au long-cours, "Les Derniers Cap-Horniers Francais aux Voyages de Nickel, de Salpetre et du Pacifique"; xii & 411 pp; ill; 3 folding charts; color plate of houseflags; Lucon, Imprimerie S. Pacteau, 1948.

Capt.Lacroix has taken for himself the task of recording the history of sail in the French merchant marine since 1800. He has chosen a merchant marine of just about the right size to be handled by one man. This, his seventh book, completes the story of the French steel sailing ships since 1890, which was begun in 1937 in "Les Derniers Grands Voiliers". That book was limited to vessels owned on the Loire, while "Cap-Horniers" takes up those of Dunkirk, Rouen, Bordeaux, Harre and Marseille.

Bordeaux, of course, means the nitrate fleet of A.D.Bordes, whose history is given here in much greater detail than in Lubbock's "Nitrate Clippers". The nickel ore trade and the San Francisco wheat trade are also covered. An interesting chapter concerns the early sailing tankers, of which there were five owned in France.

Another chapter, which only a Frenchman could write, is "Les femmes de marins a bord et a terre", which starts with the couplet:

"Femme de marin,
C'est vie de chagrin."

Captain Lacroix's works are available from the author at La Bernerie-en-Retz, Loire-Inferieure, France.

MORGAN, D.W., "Brief Glory; the Story of a Quest", xx & 299 pp; 91 pl; map on end paper; Liverpool, Hugh Evans & Sons, 1948; price 15 shillings.

In reviewing "Immortal Sails" (LC p.27) we complained that too little attention was paid to the building and operating of the vessels treated. "Brief Glory" makes up for that lack. Its "quest" is the search of the author, who is a clergyman, novelist, playright, and the son of a shipmaster of Aberdovey, for information on the vessels that his ancestors were interested in.

Aberdovey is a good deal older as a port than Port Madoc, and Morgan has sketched its development since Roman times. Lead-mining in the region once supplied many cargoes, and slate was also quarried. Many Aberdovey vessels worked part time in bringing city goods to their home port and the rest of the time tramping around the coasts of England and Scotland.

Welsh seems to be the author's native tongue, and two expressions that he uses in English deserve further study. He calls anything that floats a "ship", regardless of rig, rather than a "vessel" or "craft"; and he says "in coal" rather than "with coal" in referring to a cargo. In English, "in" is used only with "ballast", and it would be interesting to know if "in cargo" is good usage in Wales.

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QUINCY YACHT CLUB,"A brief history of the Quincy Yacht Club", 125 pp; ill; Quincy, Mass., 1949. Its 75th anniversary.

SCHMIDT, Fred, "Auf Biegen oder Brechen; unter Segeln zum Gold am Sacramento", Der Weg (Buenos Aires), v.11, pp.923-929, November 1949.

SPENGEMANN, Friedrich, "Sonderbare Seefahrt", 99 pp; ill; Bremen, n.d.(c. 1949). Marine "believe-it-or-nots."

SPENGEMANN, Friedrich, "Bremen; Segelschiffe die einst nach ihrem Heimathafen 'Bremen' benannt wurden", 67 pp; ill; Bremen, n.d.(c.1949). Sailing vessels named for Bremen.

SAILING SHIP NEWS

Adelaide hulks. The following sailing vessel hulls are reported still serving in the Australian port: LOCH TAY (1869), CUMBRIAN (1879), ALBA (1867) ex ALBANY, CANDIDA (1875), and MERION (1880) ex COUNTY OF MERIONETH.

CAP PILAR, Br.bktn. Nov.1949 towed to a breakup yard in Essex, Eng.; for sale there.

CITY OF NEW YORK, Can.aux.3m.sch. 2 Dec. 1949 arr Kingston, Ja., from Halifax with heavy weather damage. Has since sailed for Bahamas.

DANMARK, Dan.aux.tr.ship. 3 Oct.1949 arr Madeira; sailed 8th; 14th arr Teneriffe; 19th sailed; 25th arr St.Vincent CVI; 31st sailed; 2 Dec.arr St.Thomas VI; 8 Dec.sailed for St.John VI.

ERNESTINA, Port.aux.sch. 7 Aug.1949 arr Providence RI 85d Brava via Fogo, Praia, and Dakar 16 June; 5 pass; 12 csks tobacco. 16 Nov.sailed from Providence in company MADALAN.

FALLS OF CLYDE, Am.barge (ex 4m.bk). Now stationed at Ketchikan as marine oil depot. Recently docked Prince Rupert, B.C.

FANTOME.II, Aux.bark yacht. Built Nantes 1896 as BELEM. Now for sale for $39,400 at Cowes.

FORESTER, Am.4m.sch. Now beached at Martinez, California. Capt.Otto A. Daeweritz, her long-time master and last owner, died aboard her 26 Dec.1947, aged 82. He willed the vessel to a niece in the British zone of Germany, thereby creating a complicated legal problem.

FOZ DO DOURO, Port.M/S (ex 4m.bk ABRAHAM RYDBERG). Lost head off figurehead and suffered slight bow damage in collision with Hond.ss ROSARIO at New Orleans, January 1950.

IMPLACABLE, Br.tr.hulk (built France 1800 and captured at Trafalgar). Scuttled as beyond repair off Isle of Wight, 3 Dec.1949. Stern galleries to serve as doorway at National Maritime Museum, Greenwich.

MACQUARIE, Austr.hulk. This former iron wool clipper is now a coaling plant at Sydney, NSW.

MADALAN, Port.bgn. 16 Nov.sailed Providence, R.I., for Cape Verdes.

PAMIR, Finn.4m.bk. For sale at Penarth for $84,000. So is PASSAT.

POMMERN, Finn.4m.bk. For sale at Mariehamn for $42,000.

RUSSIAN SAILERS. The aux.schrs. TREPANG, PERLMUTR, and CHAKA left Plymouth on 17 November and turned up at St.Thomas VI in late December; TREPANG arr Cristobal 29 Dec.1949.

SAMAR, Am.hulk (ex 4m.sch). Her Los Angeles owners are replacing her with an ex Navy tug, and her future is uncertain.

VIKING, Finn.4m.Bk. For sale at Antwerp for $84,000.

WINTERHUDE, bark. Recently reported towed to Hamburg from Kiel for scrap.

(Thanks to Harold Huycke, Giles M.S.Tod, and R.H.I.Goddard Jr.for items in the above.)

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NEWS OF NAVAL HISTORICAL FOUNDATION

Fleet Admiral William D.Leahy USN was elected president of the Foundation for a three-year term last fall, succeeding Fleet Admiral Ernest J. King.

Work is progressing on the conversion of Mrs.Truxton Beale's carriage house, off Lafayette Square in Washington, which is to be opened in March as the Truxton-Decatur Museum. We walked by the place a few days ago, and although work is proceeding slowly, it appears that the March deadline will be met. The spot is close to the White House and Blair House, and so will be handy for tourists.

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PUGET SOUND MARITIME HISTORICAL SOCIETY PRESENTED WITH TUG

Last September the Puget Sound Maritime Historical Society received the salvage tug CHEAKAMUS as a gift from Mr. Arthur Foss of the Foss Tug & Launch Co. The intention was to use the vessel as a floating clubhouse and headquarters for the Society. The problems of mooring, insurance, and liability still remain to be solved before the vessel is put to work, however.

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LISTS OF BARKENTINES AND SCHOONERS

On the opposite page there commences the first installment of a tabulation of barkentines that sailed under the United States flag, commencing with the five- and six-masters.

The CROWLEY mentioned at the bottom of the page was a rather obscure vessel, and we are not sure whether she was a schooner or a barkentine. Any clarification, particularly in the way of a photograph, will be welcomed.

On pages 118 and 119 we continue with brief histories of the four-masted schooners.

SIX-MASTED BARKENTINES UNDER AMERICAN REGISTRY:

EVERETT G. GRIGGS 2577 1883 Belfast, Ireland Harland & Wolff (Iron)
(built as 4m.S.LORD WOLSELEY; dismasted 1902 as German 4m.Bk COLUMBIA; 1905 rerigged as 6m.Bkn EVERETT G.GRIGGS; 1910 rn E.R.STERLING; 1928 scrapped).

CITY OF SYDNEY 2903 1875 Chester, Pa. John Roach (Iron)
(built as steamer; converted to sail 1916; scrapped 1930).

FIVE-MASTED BARKENTINES BUILT ON THE WEST COAST:

1919

LTKF	FOREST PRIDE	1600	Aberdeen, Wash.	Grays Harbor M/S Co.
LTVB	FOREST DREAM	1605	Aberdeen, Wash.	Grays Harbor M/S Co.
LVGK	FOREST FRIEND	1615	Aberdeen, Wash.	Grays Harbor M/S Co.
LVPR	ALICIA HAVISIDE	2265	Samoa, Calif.	Hammond Lumber Co
LWHN	PHYLLIS COMYN	2267	Rolph, Calif.	Rolph Shipbuilding Co.
LWHP	ANNE COMYN	2265	Rolph, Calif.	Rolph Shipbuilding Co.
LWQN	KATHERINE MACKALL	2262	Wilmington, Calif.	R.J.Chandler S.B.Co.

1920

LWHV	RUSSELL HAVISIDE	2264	Rolph, California	Rolph Shipbuilding Co.
LWTV	MONITOR	2247	Benicia, Calif.	Benicia S.B.Co.
	(Completed at Oakland, California, by C. Nelson Co.)			
LWVF	KATE G. PEDERSON	2269	Columbia City, Ore.	Sommarstrom S.B.Co.

FIVE-MASTED BARKENTINES BUILT ON THE GULF COAST:

1917

LGST	CITY OF ORANGE	1632	Orange, Texas (Aux.)	F.H.Swails

(Note: CITY OF HOUSTON, also built 1917, turns out to have been a four-master)

1918

LJPH	CITY OF GULFPORT	1844	Orange, Texas (Aux.)	International S.B.Co.
LKRS	CITY OF MOBILE	1975	Orange, Texas (Aux.)	International S.B.Co.
LKWM	CITY OF BEAUMONT	2014	Orange, Texas (Aux.)	International S.B.Co.
LMVN	CITY OF DALLAS	1977	Orange, Texas (Aux.)	International S.B.Co.
LNPJ	CITY OF AUSTIN	2231	Orange, Texas (Aux.)	International S.B.Co.
	(Renamed SNIA AUSTIN, then MORTARA, then SMITH & TERRY No.4)			

1919

LPNT	CITY OF GALVESTON	2259	Orange, Texas (Aux.)	International S.B.Co.
LQGB	CITY OF ORLEANS	2347	Orange, Texas (Aux.)	International S.B.Co.
LQPB	CITY OF PASCAGOULA	2354	Pascagoula, Miss.(Aux.)	International S.B.Co.
LRNQ	CITY OF LAFAYETTE	2439	Orange, Texas (Aux.)	International S.B.Co.
LTQW	CITY OF WACO	2342	Orange, Texas (Aux.)	International S.B.Co.
	(Renamed MODENA; then COLUMBIA)			
LTRV	CITY OF JACKSON	2422	Pascagoula, Miss.(Aux.)	International S.B.Co.
	(Renamed MANTOVA)			
LTVK	MACERATA	2352	Orange, Texas.	International S.B.Co.
LTWC	CITY OF VICKSBURG	2422	Pascagoula, Miss.	International S.B.Co.
	(Renamed MARSALA)			
LVHB	MONFALCONE	2418	Orange, Texas	International S.B.Co.

1920

MBCG	CITY OF NATCHEZ	2462	Pascagoula, Miss.	International S.B.Co.
	(Renamed MOLFETTA)			

Note: Most of the above were fitted with geared Winton diesels, but the later vessels seem to have had the auxiliary machinery omitted. The names "CITY OF BILOXI" and "CITY OF TACHOON" also appear among this group; they were probably intended for MONFALCONE and MACERATA.

As far as we know, there were no five-masted barkentines produced along the Atlantic Coast of the United States or Canada. There were two more on the West Coast:

CROWLEY (Iron) 1364 tons 1873 Chester, Pennsylvania John Roach & Son
(ex steamer CITY OF PANAMA; converted to barkentine about 1917)

MONTEREY (Iron) 1854 1878 Southampton, England Oswald, Mordaunt & Co.
(ex ship CYPROMENE; 1904 4m.sch.barge MONTEREY; 1919 made barkentine)

THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (Cont'd. from p.94)

Subsequent to our commencing this listing in September 1949 LOG CHIPS, we have been enabled to make use of the files of the Bureau of Customs, Treasury Department. Our thanks are therefore extended to Mr. R. V. McIntyre, Chief of the Documentation Section and his staff, as well as to those previously mentioned.

The following corrections and additions to the material on page 94 have been developed:

ADDIE M. ANDERSON	KHPG	Lost in first half of 1899.
ADDISON E. BULLARD	KTMB	Registry abandoned early in 1925; then owned in Mobile.
ADELAIDE DAY	LJFQ	Ex ALICE M. KAFKA. Lost on Hatteras 8 Nov. 1927.
ALICE E. CLARK	KNCJ	Lost in Penobscot Bay 1 July 1909.
ALICE L. PENDLETON	KSCJ	Ex STANLEY H. MINOR. 3 March 1909 ashore on Frying Pan Shoal, 1910 rn. ALICE L. PENDLETON. 6 March 1917 lost off Gibraltar.
ALICE M. KAFKA	LJFQ	Rn FRIENDSHIP; rn ADELAIDE DAY; 8 Nov. 1927 lost on Hatteras.
ALLA G. TURNER	LMPH	1922 rn ESPERANZA; 13 Feb. 1923 wrecked 19-05 N, 69-05 W.
ANNA MURRAY	KPFD	17 Feb. 1902 lost near Indian River Inlet, Delaware.
ANNIE	KRHD	1917 rn ROSE E. MURPHY. 14 Apr. 1922 wrecked on Nicolas Reef, off Bahia de Cadiz, Cuba.
ANTHONY D. NICHOLS	KSWJ	28 Feb. 1928 burned off Monte del Canejo Light, Florida.

We now continue thumbnail histories of all four-masted schooners built on the Atlantic and Gulf coasts of the United States, plus the non-Canadian or Bahama built vessels listed on pages 57 and 58 of March 1949 LOG CHIPS:

B. S. TAYLOR	LQMJ	Ex W. H. WOODIN. March 1931 converted to barge; registry abandoned at Portland, Me., Nov. 1934.
BAGDAD	LPRN	27 Oct. 1921 left Key West for Arecibo, P.R.; missing; 8 crew.
BANDI		Ex ELIZABETH BANDI LRMT. Now German bark SEUTE DEERN.
BARBARA	LBGR	Submarined 24 May 1917 in 34-20 N, 8-44 W.
BAYARD BARNES	KJND	Late 1917 sold French; rn MONTE CANI. In 1932 Lloyds Reg.
BENJAMIN A. VAN BRUNT	KJQR	20 Sept. 1925 sunk by USS MILWAUKEE in 36-56 N, 74-46 W.
BENJAMIN F. POOLE	KDMG	Missing with 8 crew since 29 Jan. 1914, Wilmington NC-Baltimore, Md.
BERTHA L. DOWNS	KWMF	1918 sold foreign; rn ATLAS; broken up Kiel early 1948.
BERTIE & MAUD	KDWQ	Oct. 1901 conv. barge S. A. SOUDER. Reg. abandoned 1928.
BESSIE M. DUSTIN	LKRD	Ex MARGARET THROOP; rn Nov. 1925; reg. abandoned Feb. 1936.
BLANCHE C. PENDLETON	KQJL	Ex EDWARD T. STOTTSBURY. 17 Oct'10 ashore Knights Key, Fla.; 1 of crew lost. 1911 renamed; 9 Feb'19 wrecked near Colon, C.Z.
BLANCHE C. PENDLETON	LWPD	21 Jan. 1922 sunk by ss I.C. WHITE off Bodies I., N.C.
BLANCHE H. KING	KFBR	2 Dec. 1920 lost southeast of Bermuda.
BLUE PETER	LHSB	Lost by fire off Uruguay; wreck towed in 13 Dec. 1921.
BRADFORD E. JONES	LRFG	April 1931 transferred Portuguese reg.; broken up at Brava.
BRINA P. PENDLETON	KSCN	Early 1917 became Spanish MARIA TERESA. Lost 28 Oct. 1919 600 mi from Azores after collision with ss HICKMAN.
BRINA P. PENDLETON	LPHB	Aug. 1928 became barge. 16 April 1946 burned Boston Harbor.
BURKELAND	LKSP	June 1935 became Portuguese MILENA; still in 1947 Lloyds Reg.
C. B. CHURCH	KCSG	
C. C. MENGEL JR.	LGFR	7 Jan. 1922 wrecked Morant Cays, West Indies.
C. P. DIXON	JVDH	1903 conv. from bark; missing with 8 crew Sept. 1906.
C. S. GLIDDEN	KMDC	Wrecked January 1898.
C. S. GLIDDEN	KNSC	Sunk March 1903.
CALUMET	KPTB	3 May 1918 put into Rio leaky; sold Brazilian 1919. Still in 1930 Lloyds Register.
CALVIN B. ORCUTT	KFDQ	24 Dec 1896 lost with 9 crew, Chatham, Cape Cod, Mass.
CAMILLA MAY PAGE	KTSV	18 Nov. 1928 wrecked at Portsmouth, N.H. (Date may have been earlier, but records disagree).
CARL F. CRESSY	LFCQ	23 Aug. 1917 submarined in 45-52 N, 11-13 W, westbound.
CARRIE A. COOKSON	KJLP	Lost by fire, December 1891.

CARRIE A. LANE KDQW Ex three-master, rerigged Feb.1900. 15 March 19?? wrecked at Assinic, Ivory Coast, Africa.

CASSIE F. BRONSON KDLR 17 Sept.1906 ashore near Cape Fear, N.C. Renamed RHODE ISLAND, then GILBERT BROTHERS, then R.P.PENDLETON. 30 April 1915 foundered in 38-40 N, 38-16 W.

CATHERINE G. SCOTT LNGM Ex JERE G. SHAW. Rn.April 1926. 14 Oct.1930 lost off Hatteras with 3 of crew.

CATHERINE M.MONAHAN KTLD 24 Aug.1910 abandoned 14 mi.S of Cape Hatteras.

CECILIA COHEN LVMT Ashore in Florida Keys; put into Key West; ordered to proceed; foundered off Cape Henry, Va., August 1921

CECILIA M. DUNLAP LHCJ Ex bark PARKNOOK. 12 Sept.1931 foundered off Scotland Light while serving as barge.

CHARLES DAVENPORT KHCQ 5 May 1922 foundered at Barbados, B.W.I.

CHARLES WHITTEMORE KVBN Went under British or Canadian flag early 1927.

CHARLES A. CAMPBELL KHDG 1917 rn MATOWAC; registry abandoned in 1926.

CHARLES A. DEAN LQBS 14 Dec.1926 ashore Frying Pan Shoals; drifted to Diamond Shl.

CHARLES D. LOVELAND LFTR Rn.ESTHER MELBOURNE. 10 Aug.1928 lost Miragoame Bay, Haiti.

CHARLES D. STANFORD LPCQ 10 March 1932 went down off Hatteras with crew of 8.

CHARLES E. BALCH JWGH

CHARLES E. DUNLAP KTLP Ex MYRTLE TUNNEL. 1907 rn FOREST CITY. 1 Jan'16 burned at San Juan, P.R.; rebuilt as CHARLES E.DUNLAP. 22 July 1919 wrecked at Far Rockaway Beach, N.Y.

*CHARLES E. WILBUR KTJD Built by M.B.McDonald, Mystic, Conn., 1904. 636 tons. Left Darien, Ga., 3 Nov.1904 for New York and went missing.

CHARLES G. ENDICOTT KNDJ 9 Feb.1921 mined off Cabo Maysi, Cuba.

CHARLES H. MACDOWELL LJBN Registry abandoned April 1933; bones in Elizabeth R., Va.

CHARLES J. DUMAS KTMG 26 Dec.1911 wrecked on Pea I., near Nags Head, N.C.

CHARLES K. SCHULL KGJM 4 Feb.1917 abandoned off Tortugas Lt., Florida Keys.

CHAS. L. DAVENPORT KGVH Rn.ASBURY FOUNTAIN. Out of registry in 1914.

CHARLES M. PATTERSON KWJP Missing since 8 August 1899, Philadelphia to Savannah, 8 cr.

CHARLES M. STRUVEN LHDM 1929 became barge MAURICE R. SHAW JR.Nov.4'42 foundered 4 mi off Point Jupiter Light, Fla.

CHARLES P. NOTMAN KMCB 11 June 1900 sunk by ss COLORADO off Northeast End L/V, N.J.

CHARLES S. GAITHROP KNQT 1923 rn G.A.KOHLER; 23 Aug.1933 lost on Cape Hatteras, N.C.

CHARLES S. HIRSCH KQPH 29 Oct.1908 lost with 2 of crew, Paul Gamiels Hill, N.C.

CHARLOTTE A.MAXWELL LGSM 27 March 1923 wrecked off False Hook Shoal, Sandy Hook, N.J.

CHASKA LJCT 13 March 1919 lost in 20-30 S, 28-30 W.

CHAUNCEY E. BURK KJWT 6 Sept.1906 wrecked at Sandy Point, Abaco, Bahamas.

CITY OF GEORGETOWN KSDG 2 Feb.1913 sunk by Ger.ss PRINZ OSKAR off Delaware Capes.

CITY OF PENSACOLA LJDF 29 April 1918 submarined near Garrucha, Spain.

CLARA DAVIS KVCH 1918 became French MARTHA; broken up Torekov, Sweden, 1938.

CLARA GOODWIN KFBH

CLARA A. DONNELL KGRP 7 July 1922 lost on Davis Bank, Nantucket Shoal, Mass.

CLARA E. RANDALL KMCR Early 1919 sold foreign.

CLARENCE H. VENNER KGTV 19 July 1914 lost on Cape Sable, Nova Scotia.

CLIFFORD N. CARVER KQMB 2 April 1913 wrecked Tennessee Reef Light, Florida.

COHASSET KSGP 22 Jan.1907 burned at Canton, Md.; rebuilt as ANNA R. HEIDRITTER, LHKG, at Sharptown, Maryland, 1910.

COMMACK LKRW 20 Jan.1925 wrecked on Sandy Hook, N.J.

CONSTELLATION LPCN Ex SALLY PERSIS NOYES. Renamed 1934; yacht 1937; merchant vessel again 1943. Lost at Bermuda with liquor cargo, but still documented.

COPPERFIELD LSCN November 1932 lost in Back River Bay, Jamaica.

CORDELIA E. HAYS KRCS 16 Jan.1905 wrecked on Diamond Shoal, North Carolina.

CORNELIUS HARGRAVES KGNF 30 Oct.1890 lost with Span.ss VIZCAYA off Barnegat, N.J.

CORNELIUS H. CALLAGHAN LGPM Ex PERCY R.PYNE 2D. Renamed 1923. 10 Jan.1924 lost on St. Andrews Bar, Florida.

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*In addition to this one and the others previously reported (pp.16, 58, 64) two auxiliaries should be added to the basic list of four-masters: N.E.TURNER (p.63), and MARIE GILBERT, KVHM, 586 tons, built at Mystic, Conn., in 1906 by the Gilbert Transportation Co.

(to be continued)

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1895
(Arranged by builders)

Name / Later names	Rig	Gross	First owners / Year / Later owners	Dead-weight
C. Hill & Sons, Bristol				
FAVELL	Bark	1363	Builders	
R.Williamson & Son, Workington				
IRANIAN	4m.Bark	2958	Builders	4650
Ritson & Co., Maryport				
WILLY RICKMERS	4m.Bark	2095	Rickmers R.R.S.A/G, Bremerhaven	3500
Ailsa Shipbuilding Co., Troon				
DALBLAIR	Bark	1630	John M. Campbell & Co., Glasgow	2700
Robert Duncan & Co.Lim., Port Glasgow				
EAST AFRICAN	Bark	1730	Lang & Fulton, Greenock	
RISØR			1911 A.T.Simonsen, Oslo	
SKOMEDAL			1915 A/S Christiansand (S.C.Stray), Christiansand	
ADA (hulk)			1918 Rio de Janeiro	
A. Rodger & Co., Port Glasgow				
GLENELVAN	Ship	1918	Glen Shipping Co., Glasgow	3300
GLUCKSTADT			Eug. Cellier, Hamburg	
GLENFINART	Ship	1963	Glen Shipping Co., Glasgow	3300
CRAIGMORE	Ship	2000	Thomson, Dickie & Co., Glasgow	3300
MARIE			H.H.Schmidt, Hamburg	
GLENGOWAN	Ship	1967	Glen Shipping Co., Glasgow	3300
KYNANCE	Ship	1964	C.Gordon, Cowan & Co., Greenock	3300
Russell & Co., Port Glasgow				
PORT LOGAN	Ship	1984	Crawford & Rowat, Glasgow	----
MIMI			1914 H.H.Schmidt, Hamburg	
BERTHA			H.H.Schmidt, Hamburg	
CAMBUSDOON	Bark	1654	Robert Russell & Co., Glasgow	----
CLYDESDALE	Bark	1641	J. & A. Roxburgh, Glasgow	2780
NITHSDALE	Bark	1638	J. & A. Roxburgh, Glasgow (Compl.1896)	2780
WOODBURN	Bark	1552	R. Shankland, Greenock	2600
INVERLOCHY	Bark	1471	George Milne, Aberdeen	2400
INVERMAY	Bark	1471	George Milne, Aberdeen	2400
INVERNEILL	Bark	1469	George Milne, Aberdeen	2400
GARTHNEILL			1919 Marine Nav.Co.Lim., Montreal	
CLOCH	Bark	1459	William Walker & Co., Greenock	2400
FIDO			A/S Fido (Mathias Hansen), Oslo	
RENFIELD	4m.Bktn	1112	J.A.Russell, Glasgow	1800
TITANIA	4m.Bktn	1107	Capt. James Fairlie, Glasgow	1880
Archibald McMillan & Son Lim., Dockyard, Dumbarton				
MONKBARNS	Ship	1911	David Corsar & Sons, Liverpool	
Mackie & Thomson, Govan, Glasgow				
CELTIC BARD	Ship	1939	R. Hughes Jones & Co., Liverpool	
Barclay Curle & Co.Lim., Whiteinch, Glasgow				
SOLWAY	Bark	1720	J. & J. Rae & Co., Liverpool	2800

UNITED KINGDOM LAUNCHINGS, 1896, continued

John Reid & Co.Lim., Whiteinch, Glasgow

INDIAN EMPIRE	Bark	1738	George Duncan, London	3000

Workman, Clark & Co.Lim., Belfast

LORD DUFFERIN	4m.Bark	2250	J. Herron, Liverpool	

UNITED KINGDOM SHIPBUILDING IN 1896

The profound depression that affected the building of sailing ships in the late nineties was now well under way. The largest vessel was the 2715-ton LADY WENTWORTH, with no close rivals. Three 1900-tonners, of the size familiar in the preceding two years as full-rigged ships, were rigged as barks.

One of the latter, WILLSCOTT, was bought by John Rosenfeld's Sons of San Francisco after being dismasted in 1898 and put under Hawaiian registry. She became American in 1900, and was finally sold to Japanese scrappers in 1929, making a long passage across from San Marcos Island, Mexico, to Yokohama.

HONOLULU, which was actually owned in San Francisco, also became American in 1900. A baldheaded four-master with a lumber capacity of 1,250,000 feet, she was lost with all hands in 1905 while bound from Shanghai to Port Townsend.

UNITED KINGDOM LAUNCHINGS, 1897

R. Williamson & Son, Workington

CARMANIAN	Ship	1867	Builders	2850

Ritson & Co., Maryport

ACAMAS	Ship	1860	Builders	
GEZINA			Th. Brøvig, Farsund, Norway	

Scott & Co., Cartsdyke, Greenock

NIVELLE	4m.Bark	2430	J.Hardie & Co., Glasgow	3800
HOUGOMONT	4m.Bark	2428	J.Hardie & Co., Glasgow	4000

R.Duncan, Port Glasgow

DECCAN	Ship	1985	British & Eastern Shipping Co.	3300

W. Hamilton & Co., Port Glasgow

WYNFORD	Bark	1983	Hickie, Borman & Co., London	3400
STOREGRUND			S.O.Stray, Christiansand	
HAYTOR	Bark	1989	John Holman & Sons, London	3450
EARNMOUNT				
DOLBADARN CASTLE		1901	D.C.Shipp.Co.Lim.(R.Thomas & Co.), Liverpool	
DOLPHIN SHELL (aux)		1917	Anglo Saxon Petroleum Co., London	

A.Rodger & Co., Port Glasgow

GLENPARK	Ship	1959	Glen Shipping Co.(Sterling & Co.), Port Glasgow	
HAYMOUNT	Bark	1616	Robert Ferguson & Co., Dundee	2800

Russell & Co., Port Glasgow

OAKBURN	Bark	1637	Robert Shankland & Co., Greenock	2800

Grangemouth Dockyard Co., Grangemouth

HILLSIDE	Bktn	525	W.L.Lovett, Yarmouth, N.S.	750

UNITED KINGDOM SHIPBUILDING IN 1897

The most conspicuous feature of the 1896 launching lists is that Russell & Co. are represented with only one ship. With only 11 hulls put afloat, the day of the sailing ship appears past.

UNITED KINGDOM LAUNCHINGS, 1895, continued

Cumming & Ellis, Inverkeithing

VIGILANT	Bktn	387	Paulsen & Ivers, Kiel, Germany	600
SPECULANT	Bktn	387	Paulsen & Ivers, Kiel	600

SHIPBUILDING IN 1895

The trends observed in 1894 continued in 1895: England was practically out of the picture and Ireland entirely; the four-masted bark was in disfavor compared with the full-rigged ship of 1900 to 2000 gross tons; and Russell was the leading builder again. The largest vessel was IRANIAN, 2958 gross tons. No 1895 ships were owned in America.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1896

Ritson & Co., Maryport

MIDAS	Bark	1502	Builders	

Scott & Co., Cartsdyke, Greenock

LADY WENTWORTH	4m.Bark	2715	Adam, Hamilton & Co., Greenock	4200
WOGLINDE			H. Fölsch & Co., Hamburg	

Robert Duncan & Co.Lim., Port Glasgow

HONOLULU	4m.Sch	1080	John Ena, Honolulu	

William Hamilton & Co., Port Glasgow

MUSSELCRAG	Bark	1985	D.W.Corsar & Sons, Liverpool	3400
FALKIRK	Bark	1986	Potter Brothers, London	3400
WILLSCOTT	Bark	1981	Hickie & Borman, London	3400
STAR OF ICELAND		1908	Alaska Packers Association, San Francisco	
STAR OF ICELAND MARU		1929	Amaku Gomei Kaisha, Japan	

A. Rodger & Co., Port Glasgow

PENDEEN	Ship	1964	C.Gordon Cowan & Co., Greenock	3300
OSTARA			Rhederi A/G von 1896, Hamburg	
GLENHOLM	Ship	1968	Glen Shipping Co.(Sterling & Co.), Glasgow	3300
LINDLEY	Bark	1615	Lindley Shipping Co.	2800
ANNA			H.H.Schmidt, Hamburg	
JANNA			A/S Janna (D.Steen), Oslo	
GLENLEE	Bark	1613	Glen Shipping Co.(Sterling & Co.), Glasgow	2800
ISLAMOUNT			Flint Castle Shipp.Co.(R.Thomas & Co.), L'pool.	

Russell & Co., Port Glasgow

THORNLIEBANK	Ship	2105	A.Weir, Glasgow	3300
AUSTRALIAN	Ship	2103	Australian Shipp.Co.(Lang & Fulton), Greenock	
(Completed 1897)				
FAIRPORT	Ship	1996	D.W.Corsar & Sons, Liverpool	3300
SPANGEREID		1915	S.O.Stray & Co., Christiansand	
DUNS LAW	Bark	1636	Thomas Law, Glasgow	2750
SOUND OF JURA	4m.Bktn	1109	Charles A. Walker & Co., Glasgow	1800
WESTFIELD	4m.Bktn	1108	James Nicoll & Co., Dundee	1800
FELICINA			M. Vannucci, Viareggio	

Archibald McMillan & Son Lim., Dumbarton

PERSEVERANCE	Ship	1900	A. Weir, Glasgow	
CONWAY	Ship	1899	R.N.Smith & Co., Liverpool	
WALKURE			H.Fölsch, Hamburg	

Mackie & Thomson, Glasgow

ANNIE THOMAS	Ship	1936	William Thomas & Co., Liverpool	

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER ELEVEN 12% MARCH 1950

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING

In the last two numbers of LOG CHIPS we covered rather fully the subject of national lists of merchant vessels, and indicated the extent to which they can be used in research. There is another source of annual published lists of merchant ships, the classification societies, whose mission it is to record the characteristics of ships for the purpose of facilitating the placing of insurance on them and their cargoes.

The granddaddy of all the classification societies, Lloyd's Register, goes back at least to 1760, although probably manuscript lists had been kept at Lloyd's Coffee House in London much earlier; 1726 is one suggested date. The oldest printed copy now extant is dated 1764-6. It has columns for former name, present name, master, ports sailing from and to, tonnage, number of guns and of men, place built and year, name of owner, and three columns in which the condition of the vessel in 1764, 1765, and 1766 were to be indicated by the letters A,E,I,O, or U for the hull and G,M, or B (good, middling, bad) for the equipment.

The next oldest copy, dated 1768-9, uses a,b, or c for the hull and 1,2,3, or 4 for the equipment, so that A1 designates a vessel of first quality; by 1775-6 this had become A-1, giving a new word to the English language; the draft was also included. There is some evidence in support of a theory that the 1764 and 1768 books actually represent long-established competing series, and in this connection the distinction between Lloyd's (a collection of insurance underwriters) and Lloyd's Register (the classification society) should be borne clearly in mind. Both grew out of the group who met at Edward Lloyd's coffee house, but they are now separate corporations, although Lloyd's is represented on the directorate of Lloyd's Register.

These early issues were published by the Society for the Registry of Shipping under the title "The Register of Shipping", and circulation was limited to subscribers with a fine for divulging the contents to an outsider. In 1797 a new method of classification was adopted, and a group of shipowners associated with Lloyd's, feeling that the new rules discriminated against them and in favor of Thames-built vessels, seceded and established their own register, which first appeared in 1799.

This "Shipowner's Register" or "Green Book" was used at Lloyd's alongside the "Underwriter's Register" or "Red Book" until 1834, when the two organizations were merged into the present "Lloyd's Register of British & Foreign Shipping." The "Underwriter's Register" had been styling itself "Lloyd's Registry of Shipping" since 1829.

During the years, gradual modifications in the material recorded in the books were made. Number of guns was first to go, followed by number of crew and by draft. Added were designations of rigs, descriptions of deck arrangements, notations as to materials used and repairs undergone, names of builders, and dimensions. When official numbers and signal letters were introduced, these were added in "Lloyd's Register"; later gross, net, and under-deck tonnages were specified; and when statutory loadlines became effective drafts reappeared, along with freeboards.

In the 50's or 60's the indications of ports that vessels were trading between were dropped, but it is still possible to trace a vessel's movements to a certain extent by following the dates and ports at which she is surveyed. For many years "Lloyd's Register" indicated by two number after the master's name the year in which he was appointed to command the vessel and the year he was first employed as captain by the current owner, a procedure that greatly simplified identifying the year in which changes of ownership and particu-

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LOG CHIPS is published by John Lyman at 7801 Gateway Boulevard, Washington 19, D.C. Price $1 per volume. If the pending postage increase goes through, a volume will [illegible] averaging 15 pages per issue.

lanly of nationality occurred. Master's names were dropped, first for steamers and later for sailing vessels, between World Wars I and II, but meanwhile a policy of identifying the years in which former names were changed has furnished another handy tool for the researcher into ship histories.

Another useful addition is an alphabetical list of shipowners, giving their addresses and the names of their ships.

Steamers were first included among sailing vessels, but later, in order to supply more data on their engines, the book was divided into separate Steam and Sail sections. After World War I a third section, of fishing vessels and vessels under 300 tons, was added, but within the last couple of years all names have been lumped together again in one alphabet. One should always check the "fishing vessel" section for a ship not found under "sail" or "steam".

Until the late 1880's, Lloyd's Register ignored vessels not classed with the Society, but subsequently the policy has been to include all classed vessels and all other seagoing vessels over 100 gross tons, except for sailing vessels of Turkey, Greece, Japan, and uncivilised lands and including also iron and steel steamers on the Great Lakes of North America.

The finding of American-built vessels in Lloyd's before 1880 therefore depends on how easy it was for them to obtain a class. In the early 19th Century it was not too difficult; but later there appears some evidence in support of the contention that Lloyd's Register discriminated against wooden vessels in favor of British-built iron vessels. Probably the climax was reached in 1870-76, when the rules required each foreign-built wooden vessel to undergo an annual survey in drydock; it is stated that at the end of this period only one American-owned wooden ship was still classed by Lloyd's Register.

Rules for building and classing iron ships were first promulgated by Lloyd's Register in 1854; dissension over them led in 1862 to establishment of another "Red Book", published by the Liverpool Underwriters' Registry of Iron Vessels, which merged with Lloyd's Register in 1885. Another independent British society appeared in 1890, the British Corporation for the Survey and Registry of Shipping, of Glasgow; it merged with Lloyd's Register last year, after the pending almagamation of Lloyd's and the American Bureau fell through.

Commencing in 1890 a "Supplement" or Vol.2 was issued with "Lloyd's Register", containing the lists of changes of name and of compound names; tabulations of the speed deadweight tonnage, and cubic capacity of steamers; matter on ports and repair facilities; and an accumulation of statistical material. These supplements were discontinued in World War I, and again during and after War II, having just been resumed.

Also added to the supplements were a list of iron and steel shipbuilders, with the name and tonnage of extant vessels turned out by each; a tabulation of great historical importance.

Since "Lloyd's Register" is so hard to come by in this country, it is neither possible nor desirable to attempt to follow in detail the material presented, as we did with "Merchant Vessels of the U.S." In Washington the Library of Congress has a run commencing in the 90's, the Navy Department Library one from the 80's, and the Department of Commerce a set from the 50's.

The New York Public Library set is complete from 1844; while the longest run in North America is probably that of the Mariners' Museum in Newport News, complete since 1834. The Museum also has Supplements since 1890 and a run of the Liverpool "Red Book" from 1867 to 1885, lacking only the 1878-79 volume.

During World War I, although great precautions were taken to restrict the circulation of "Lloyd's Register", the Germans reproduced the 1916/17 issue in facsimile for the use of U-boats. In World War II the issues were all labelled "Secret", but of course are now declassified.

We must, before closing out this account point out that "Lloyd's List" is not a synonym for "Lloyd's Register". The "List" is a daily commercial paper published by the underwriting Lloyd's, which also issues "Lloyd's Index", a daily or weekly paper giving world-wide vessel movements, Lloyd's Weekly Casualty Reports, Lloyd's Loading List, Lloyd's List Law Reports (all of whose titles should be self-explanatory), and Lloyd's Calendar, a sort of "World Almanac" of Shipping. Lloyd's Register also publishes quarterly "Wreck Returns", listing ships totally lost or broken up. The Mariners' Museum recently acquired a nearly complete set of "Wreck Returns" since 1900.

Lloyd's Register of Shipping has also issued a "Yacht Register" since 1878, and "Lloyd's Register of American Yachts" since 1903, the latter in the format of an earlier "Manning's Register."

NEWS AND NOTES

A NEGRO SHIPBUILDER

"Colonel Tayloe had among his servants (sic) a man named Reuben, who was his master ship-builder at Occoquan and drafted all the vessels built there. He had, by direction of Colonel Tayloe, been regularly instructed in his art in Baltimore, and was a very excellent mechanic."

Quoted from p.355 of the life of Benjamin Ogle Tayloe, published at Washington, 1872. Tayloe was one of the richest men in America before the Civil War. In the copy we saw, in the possession of the Tayloe family, Occoquan has been crossed out and Neabsco substituted. Both are on the Virginia shore of the Potomac, a little below Washington.

****

DRIVE OPENED IN SAN FRANCISCO FOR MARITIME MUSEUM

With the enthusiastic backing of Mayor Robinson and the unanimous support of the City's press, the San Francisco Maritime Museum Association has been established to create a maritime museum in Aquatic Park, near the famous Fisherman's Wharf.

Present plans call for the preservation of a number of historic vessels out of San Francisco's maritime past, such as a steam schooner, a river stern-wheeler, a scow schooner, the GJØA, the bark KAIULANI, and any other available craft.

Mrs.A.B.Spreckels' collection of models, which, under the name of the Museum of Science and Industry, has recently been on loan to the Navy at Treasure Island, has been promised to the new museum.

The Association is headed by Edward H. Harms of Pope & Talbot, Inc., a West Coast lumber and shipping firm that recently celebrated its 100th anniversary. Karl Kortum, the maritime historian, is spark-plugging the project. The address of the Association is Room 205, City Hall, San Francisco.

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PUGET SOUND SAILING SHIP PHOTOS

We have received from Gordon P. Jones of Seattle a list of several hundred detail photographs of recent Puget Sound sailing vessels. Such squareriggers as ABNER COBURN, USS CONSTITUTION, DANMARK, GLORY OF THE SEAS, and KAIULANI, and schooners such as AZALEA, CHARLES R.WILSON, JOHN A., and SOPHIE CHRISTENSON are included. Prices start at 15¢ each for 3½x5" glossy prints. Write Gordon P. Jones, 13257 1st Ave NW, Seattle 77, Wash.

BRITISH-BUILT SAILING SHIPS

On page 132 we continue the list of sailing ships launched in the United Kingdom, and bring it up to 1921, when the KØBENHAVN was launched. It will be observed that Lever Brothers' SUNLIGHT and RENDOVA, not the recently scrapped ARCHIBALD RUSSELL, were the last square-riggers built on the Clyde for British owners.

Subsequent to KØBENHAVN there are only a couple of training ships to report.

MERCATOR, 770 tons gross, was a steel three-masted topsail schooner (later barkentine) built in 1932 by Ramage & Ferguson at Leith for the Association Maritime Belge, Antwerp. She had an auxiliary engine.

ALMIRANTE SALDANHA, 3325 tons displacement, was an auxiliary four-masted topsail schooner built of steel in 1933 by Vickers Armstrong, Lim., of Barrow-in-Furness, for the Brazilian Navy.

This series started with the 1886 launchings. Thanks to Andy Nesdall, we now have a list of 1885 launchings, which we will print in an early issue. We hope later, though the cooperation of various LOG CHIPS readers, to extend the record backward through the '80's and '70's.

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NEW GERMAN PERIODICAL: DIE SEEKISTE

Through Herr Jürgen Meyer of Grafspeestrasse 15, Kiel, Germany, we have received the first two issues of "Die Seekiste" (The Sea Chest), a monthly digest-sized journal of seafaring rather like the new "Sea Breezes". The first issue is dated December 1949 and features a double-page spread of the five-master CARL VINNEN under sail.

"Die Seekiste" is published by the Kieler Wirtschaftsverlag Max Budweg, Holstenstrasse 2-12, Kiel; subscription 10 DM per year.

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MORE LATER NAMES OF BRITISH SAILERS

Frank W.Thober sends the following:

1887 (pp.21-22) MARY ROBERTS rn WHINLATTER
BOADICEA renamed SIRAA
QUEEN MAB " ALFA
DUCHALBURN " FREDEN, VESTFJELD
1888 (pp.23-24) PALLAS rn FRANK
SCOTTISH LOCHS rn SØRFAREREN
BENKLANDS renamed SKIEN
1899 (pp.34) INCA " SIRIUS
ALCYONE " DACHILD

And Jürgen Meyer:

1891 (p.73) EDMUND " FAULCONNIER
1892 (pp.80-81) CARLA " FEHMARN
HERBERT " LEMKENHAFEN
1894 (p.109) LADAS " HINSCHENFELDE
1895 (p.120) NITHSDALE " CAP HORN

SAILING SHIP NEWS

BOHEMIA, 2m.sch. 2 Jan 1950 sank at her moorings in W.Branch of Elizabeth R., Va.

CAP PILAR, Br.bktn. Being considered for a museum at Scarborough, England.

CARL VINNEN, Ger.aux.5m.topsail sch. Still at Gibraltar, where she arr.25 Oct.1946.

CHAIKA, Russ.aux.sch. 5 Jan arr Cristobal; 19 Jan transited Canal.

DANMARK, Dan.aux.tr.ship. 23 Dec.1949 arr Kingston, Ja.; 11 Jan.arr Vera Cruz; 20 Jan arr Houston, Tex; sailed 25th; arr Bermuda 16 Feb.

DAR POMORZA, Pol.aux.tr.ship. 17 Sep. 1949 arr Gydnia from Naples.

DERWENT, barge (ex ship built 1884). Recently owned in New Orleans; scrapped 1948.

FREDERICK P. ELKIN, Br.3m.sch. Feb.1950 reported dismantled and being broken up at Barbados.

GUSTAF, Finn.aux.sch (built 1877 as squarerigger). 31 Dec.sailed Fowey for Kotka; 25 Jan.1950 arr Hango; 2 Feb. put into Maasluis; 5 Feb.arr Antwerp.

HOMEWARD BOUND, Can.log barge (built 1885 as ship ZEMINDAR). Recently refitted at Victoria Machinery Depot Co.Ltm.for Island Tug & Barge Co.

JOSE GASPAR, 3m.sch (ex WILLIAM BISBEE) 6 Feb.took part in Gasparilla Day festivities at Tampa, Florida.

KAIULANI, Phil.lumber barge (ex bark). A campaign is currently under way to rerig and preserve her at San Francisco.

KOMETA, Russ.aux.sch. 6 Jan.arr Cuxhaven; 12th arr Plymouth; sailed 17th. 5 Feb. arr St.Thomas, V.I.; sailed 7th for Panama and Vladivostok.

OSMINOG, Russ.aux.sch. 6 Jan arr Cuxhaven; 12th arr Plymouth; sailed 17th; 5 Feb. att St.Thomas, V.I.; sailed 7th.

PASSAT, Finn.4m.Bk. 7 Feb.left Penarth; 8th arr Barry to discharge.

PERLAMUTR, Russ.aux.sch. 7 Jan passed Panama Canal; 5 Feb.arr Honolulu; bound Liepaja to Vadivostok.

SANTA CLARA. Built Bath 1876 as ship. Her hull is being blasted out of Cerritos Channel at Los Angeles Harbor, and 8 $5 gold pieces were found in the step of hor mizzen mast.

SANTA MARIA, Port.sch.(too small for Lloyd's Reg.) 11 March foundered in a squall with 6 passengers and 6 crew; bound Santo Antao, C.V.I., to St.Vincent, Port.

TJALFE, Dan.brig. (built 1853) Sank at her wharf in Fredriksholms Canal; raised.

TREPANG, Russ.aux.sch. 7 Jan passed Panama Canal; 5 Feb.arr Honolulu.

(With thanks to Giles Tod, Harold Huycke, John Lochhead, and Karl Kortum for news)

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WALLACE, Margaret, "The wreck of the MEDUSA", Yachting, pp.45-47, 85, Nov.1949; pp.49-51, 83-84, Dec.1949. The French 44, lost in 1816.

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BOOK REVIEW

LACROIX, Capitaine Louis, "L'Age d'Or de la Voile; Clippers et Cap Horniers", 173 pp; ill; Paris, Horizons de France, 1949.

This latest of Capt.Lacroix's studies is the 8th of a series "Visages de la Marine", edited by Henri le Masson. It covers some of the same ground as a couple of his previous works, but is illustrated with a profusion of superior illustrations.

After a survey of clippers and American, British, German, and Finnish sailing ships, he discusses the French deep-water men and life at sea in the last days of sail. The photographs are well chosen and excellently reproduced in collotype.

Capt.Lacroix has recently published a volume on the French codfishers, which we hope soon to review.

THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (contd.from p.119)

D. H. RIVERS KHRJ July 1918 condemned Montevideo: rn INDOMABLE, Argentine flag. Nov.1920 rn RICAMERON of New York. 28 March 1922 foundered on Middle Rip, South Shoals, Mass.

DANIEL B. FEARING KJNQ 5 May 1896 wrecked Cahoons Hollow, Cape Cod, Mass.

DAVID COHEN LMCS Aug.1921 rn.VICTORIA B.; engines removed. 23 Aug.1925 foundered off Ocracoke Beach, North Carolina.

DAVID P. DAVIS KLSV Abandoned off Hatteras 27 Feb.1904 after being dismasted in collision with unknown schooner.

DE WITT BROWN LKRT Register abandoned 15 November 1929.

DEAN E. BROWN KWJM Missing out of Mobile since 17 September 1917.

DOLER ex-KQVG ADA F.BROWN. Condemned at Bahia 1919 and hulked there.

DOLLY MADISON LVQF 4 Oct.1924 wrecked on Columbus Bank, Bahamas.

DORIS HAMLIN LHFD Missing since February 1940, bound Norfolk to Las Palmas,

DOROTHEA L. BRINKMANN JQTC 22 March 1924 wrecked off Oregon Inlet, North Carolina.

DOROTHY KMTF Ex GOODWIN STODDARD, rn Sept.1915. Register abandoned 26 Nov.1929; last owned Eastport, Maine. /Habana.

DOROTHY BELLE KRGV Missing with 12 crew since 12 Nov.1914, Philadelphia- /

DOUGLAS DEARBORN KGDH 20 Feb.1893 lost off Cuttyhunk, Mass.

DUSTIN G. CRESSY LCMH Register abandoned 24 August 1935; Hackensack R., N.J.

E. STARR JONES KTMH Lost on bar Rio Grande do Sul, Brazil, towing out, 24 Jan.1919, bound for Buenos Aires.

EAGLE WING KJMP 9 April 1921 foundered at Santa Cruz del Sur, Cuba.

EDGAR W. MURDOCK KSCG 18 June 1917 lost on Old Proprietor Shl., Grand Manan, N.S.

EBENR. HAGGETT KHVG

EDITH KQNS Ex EDITH G. FOLWELL. See p.2 for more history.

EDITH BERWIND KGRL 1 Jan.1893 wrecked on Middle Ground, Chesapeake Bay, Va.

EDITH OLCOTT KHDQ 7 Aug.1910 abandoned in 37-03 N, 65-30 W.

EDITH G. FOLWELL KQNS Renamed EDITH. Lost with all hands in Gulf of Mexico(p.2).

EDITH H. SYMINGTON KQJT 13 Dec.1919 wrecked at Cape Matifou, Algeria.

EDITH L. ALLEN KHFC 17 June 1906 foundered in 26-10 N, 79-38 W.

EDNA M. CHAMPION KLVM

EDNA M. McKNIGHT LNCD 7 Dec.1926 abandoned off Cape Henry, Va. Derelict towed to Bermuda; thence to Boothbay Harbor, Maine; still there (p.5)

EDWARD E. BRIRY KMVB 14 December 1917 wrecked on Nantucket Island, Mass.

EDWARD H. COLE KSWB 31 May 1918 torpedoed off Barnegat, N.J.

EDWARD J. BERWIND KLTS 30 Jan.1908 abandoned in 35-25 N, 71-58 W.

EDWARD L. SWAN ex LSCJ M. VIVIAN PIERCE. Renamed 1932. 1936 fell off and bilged in drydock at Perth Amboy, N.J.; still registered.

EDWARD T. STOTESBURY KQJL Ex BLANCH C. PENDLETON. 9 Feb.1919 lost Colon, C.Z.

EDWIN R. HUNT KJMG 7 April 1917 torpedoed off Cabo Gata, Spain.

ELEANOR F. BARTRAM KSRJ Missing since August 1926 with 9 crew, Norfolk to Pto. Cabello.

ELISHA ATKINS KVNT Ex ANNA M. RECORD 1923. 26 Jan.1924 lost C.Lookout, N.C.

ELEAZER W. CLARK KJBC 16 Nov.1909 wrecked on Frying Pan Shoals, N.C.

ELIZA (p.79) Listed as "lost" in 1870 "Record of American & Foreign Shipping".

ELIZABETH BANDI LRMT Later Finnish BANDI; now German bark SEUTE DEERN (p.79)

ELIZABETH FREEMAN MBJF 22 Oct.1927 lost by fire off Jacksonville, Florida.

ELIZABETH RUTH LMPJ 1922 British yacht FLYING CLOUD; scrapped a few years later.

ELLA M. WILLEY KJRL 13 Dec.1918 lost Lepers I, San Juan Harbor, P.R.

ELLA PIERCE THURLOW LJRT Barge 1931; 23 March 1932 foundered off Frying Pan Shls.

ELLEN LITTLE KTJM Register abandoned Feb.1937; broken up in Cape Verde Is.

ELLIOTT B. CHURCH JWOS 9 Jan.1907 lost with all hands off Delaware Capes.

ELMIR ROBERTS LMPW 22 August 1919 burned in 41-05 N, 62-18 W.

ELVIRA J. FRENCH KHLV

ENA ex KVBR FRANCES HYDE. Later MARY TAGLIN; then JOYCE FRENCH; 1921 sold Norway; rn ENA. 1947 resold Finnish; rn MERITUULI.

ESPERANZA LMTH Ex ALLA G. TURNER. 1919 sold foreign. Dec.1922 redocumented as ESPERANZA. 13 Feb.1923 lost in 19-05 N, 69-05 W.

ESTELLE KRIEGER KPJG Ex MARY T. QUINBY; rn July 1910. Hulk burned at Port Johnson, N.J. Register abandoned Sept.1932.

ESTELLE PHINNEY KJSM 28 Dec.1907 sunk by sch ELIZABETH PALMER off Barnegat, N.J.

ESTHER K. LRKD Register abandoned in October 1935. Statement that she once bore name HOLLYWOOD cannot be confirmed.

ESTHER ANN LBCD 9 Oct.1920 sunk by ss DUQUESNE in 38-21 N, 74-40 W.

ESTHER MELBOURNE LFTR Ex CHARLES D. LOVELAND. 10 Aug.1928 lost Miragoame B., Haiti

EVA B. DOUGLASS KDLG 7 March 1920 abandoned in 37-52 N, 71-23 W.

EVELYN W. HINKLEY KTPJ Missing with 8 crew out of New Haven, Conn., October 1917.

F. & T. LUPTON KGBW Sold foreign March 1918.

FANNY ARTHUR KJTH

FANNY C. BOWEN KJFM 13 Oct.1916 foundered in mid-Atlantic; 2 lives lost.

FLORENCE CREADICK KGTJ 15 July 1917 torpedoed 20 mi N of Ile de Bas, France; became French MOISE; lost in December 1919.

FLORENCE HOWARD LBGC 14 Nov.1922 left Georgetown, S.C.; missing with 8 crew.

FLORENCE THURLOW KVLC Ex JOHN D. COLWELL. 12 May 1920 sunk by ss LARAMIE, southeast of Sea Girt, N.J.

FLORENCE B. PHILLIPS LJGN 15 Oct.1924 wrecked on Turneffe I., British Honduras.

FLORENCE C. MEGEE KJQV

FLORENCE M. BELDING KWBC Ex VICTORY; rn 1909. Sold foreign 1916: Norwegian.

FLORENCE M. PENLEY KSHP 8 Sept.1915 foundered off Barbados, B.W.I.

FLYING CLOUD ex LMPJ ELIZABETH RUTH. 1922 made auxiliary British yacht.

FOREST CITY KHLP Ex MYRTLE TUNNELL. 1907 FOREST CITY. 1919 CHARLES E.DUNLAP.

FRANCES M. KMNF 18 May 1917 torpedoed in 35-55 N, 11-25 W.

FRANCES HYDE KVBR See above under ENA.

FRANCES C. TUNNELL KRHC Renamed MARGARET. Sold to Greek owners, 1920.

FRANCES L. TAUSSIG LMWH 5 Apr.1929 sunk by ss SANDWICH off Vineyard Haven, Mass.

FRANCIS C. YARNALL JVSD

FRANCIS J. McDONALD LJNM Burned at Philadelphia 1947; register abandoned Nov.1937.

FRANK BARNET KSNW 31 Oct.1908 burned in 38-20 N, 69-40 W.

FRANK A. PALMER KMWQ 17 Dec.1902 sunk by sch LOUISE B.CRARY off Thacher I., Mass.

FRANK T. STINSON KFBD 30 Nov.1910 lost by fire at Mayaguez, Puerto Rico.

FRED A. DAVENPORT KSBR 4 Nov.1916 wrecked at Diamante, Dom.Rep.; 3 lives lost.

FRED W. THURLOW KQNG Ex MAY V. NEVILLE. Renamed March 1916. 9 April 1927 foundered off Highland Light (no crew on board).

FREDERIC A. DUGGAN KSLB Dec.1919 converted to 4m.bktn. Register abandoned 1923.

FREDERICK W. DAY KRBW 17 September 1914 foundered off Charleston Light, S.C.

FREEMAN LQFR 1941 sold to become coal hulk at Halifax, N.S.

FRIENDSHIP LJFQ Ex ALICE M. KAFKA; lost as ADELAIDE DAY on Hatteras 1927.

FRONTENAC KSWD 18 Nov.1917 foundered 142 miles SW of Bermuda.

G. A. KOHLER KNQT Ex CHARLES S. GAWTHROP. 23 Aug.1933 lost on Hatteras.

GENERAL LEON JURADO KTPC Ex ALICE MAY DAVENPORT. Renamed January 1924. Burned 1928.

GENL. E. S. GREELEY KLWP Sold to French owners in 1918.

GENEVA KQGV 13 July 1912 wrecked at Itaparica, Brazil.

GEORGE BRADLEY KHLN March 1901 Abandoned at sea.

GEORGE MAY KQJV 25 Oct.1911 wrecked in Bahamas.

GEORGE TAULANE KLHR Ashore South Carolina Coast 1893; floated and rn.AGNES MANNING 1894. 16 March 1916 wrecked Appledore, England.

GEO A. McFADDEN KGCQ 27 Jan.1910 lost on Diamond Shoals, N.C.

GEORGE C. THOMAS KQNS

GEORGE E. WALCOTT KHRW Lost 30 July 1916 at Black Tom, N.J., by fire.
GEORGE F. SCANNELL KTPF June 1914 rn MOHEE T. 27 Jan.1920 lost Currituck, N.C.
GEO. H. BARNES LMHB 1920 rn GUILFORD D.PENDLETON and engine removed. Oct. 1927 register abandoned; rn ANNEX. Hulk now at Noank, Conn.
GEIRGE M. GRANT KCND Foundered off the Bahamas 14 October 1916.
GEORGE P. DAVENPORT KJPG 19 Jan.1901 wrecked Nashawena I., Mass.
GEORGE S. SMITH LFNQ 15 Nov.1919 wrecked at Pte des Monts, Quebec.
GEO T. LOCK (p.63) Converted to 2m.schr.barge Dec.1922; register abandoned May 1933.
GEORGE W. ELZEY JR. KSMP Ex GEORGE W. TRUITT. Rn.Nov.1912. 1926 sold British.
GEORGE W. TRUITT " " " Feb.1931 American again. 27 Feb.1932 lost off Nantucket, Mass., in collision with U.S.C.G.vessel ACUSHNET.
GEORGE W. TRUITT JR. KTMF 20 Feb.1928 lost off Ocracoke Inlet, North Carolina.
GILBERT BROTHERS KDLR Ex CASSIE F. BRONSON; renamed R.P.PENDLETON.
GLADYS M. TAYLOR LPGF 9 Aug.1929 wrecked in Penobscot Bay, Maine.
GLENWOOD KHRL 22 Feb.1893 wrecked on Harding Ledge, Boston Bay, Mass.
GLORIA ex KGQJ ALICIA B. CROSBY.
GOLDFIELD KQWD Rn.from INEZ M.CARVER June 1911. 1925 sold Spanish owners.
GOODWIN STODDARD KMTF Sept.1915 rn DOROTHY. Register abandoned Nov.1929.
GOVERNOR POWERS KTQR 11 Sept.1918 sunk in Nantucket Sound by ss SAN JOSE.
GRACE N. PENDLETON MDGS Ex VILLE DE DIXMUDE (p.45) May 1922 reg.as GRACE N.PENDLETON. 19 Nov.1923 lost with 16 crew on Vogelsand, Cuxhaven.
GRACIE D. BUCHANAN KFDM Missing February 1893.
GUILFORD D. PENDLETON Ex GEO. H. BARNES: see above.

HAROLD G. FOSS MBSW Ex T.N.BARNSDALL; rn March 1929. 16 Nov.1929 wrecked at La Vela de Coro, Venezuela.
HAROLDINE KCMQ Wrecked in January 1898.
HARRY A. BERWIND KMLG 25 Sept.1906 wrecked on Isle of Pines, West Indies.
HARRY G. DEERING LJWR Made barge 1939; 7 Aug.1941 wrecked at Pastillio, Cuba.
HARRY T. HAYWARD KRWL 16 Oct.1910 wrecked at Hillsboro Inlet, Florida; 3 lost.
HATTIE P. SIMPSON KJSF 21 March 1914 foundered off Cape Lookout, N.C.; 6 lost.
HAUPPAUGE LJQH 25 May 1918 torpedoed 38 mi.off Blackfish Bank, Md. Redocumented April 1919; rn ALICE L.PENDLETON Oct.1921. Hull still at Noank, Conn.
HELEN SWANZY LJWK 1921 sold to British or Canadian owners.
HELEN THOMAS KSTW 5 March 1912 lost off Cape Charles, Virginia.
HELEN B. CROSBY KVDT 11 Oct 1906 lost on Inner Bay Ledges, Penobscot Bay, Me.
HELEN E. TAFT KTFS 29 Jan.1908 sunk by Swed.ss UPPLAND off C.Lookout, Me.
HELEN BARNET GRING LSFC 22 Oct.1940 lost near Cayo Verde, Cuba.
HENRY LIPPITT KMJQ 25 Sept.1917 torpedoed in 48-17 N, 10-05 W.
HENRY B. FISKE KRGD 23 Jan.1910 lost with all 8 crew on Nantucket I., Mass.
HENRY F. KREGER KSTV 26 Oct.1921 lost off Pollock Rip, Mass.
HENRY J. SMITH KHSM 20 Jan.1916 wrecked on Formby Point, England.
HENRY L. PECKHAM KJRN 29 June 1910 burned out at Isleboro, Me. Cut down 1 deck and refitted June 1916 as PRISCILLA L. RAY. 16 Feb.1920 wrecked at Key West, Fla.
HENRY S. LITTLE KGLB 1918 sold French; rn MONTE ROSA; foundered March 1920.
HENRY W. CRAMP KMRQ 15 Nov.1914 ashore at C.Lookout, N.C. Refitted Philadelphia November 1915. Missing with 10 crew since 22 March 1919, Bermuda for Rio.
HERALD JWVS.Originally three-master. 4 April 1915 abandoned 100 mi W of Sea I., N.B. July 1916 documented as barge at Rockland, Me. Dec.1917 refitted as 4m.sch. 7 April 1918 abandoned in 25-28N, 86-14W. Redocumented at Tampa, Fla. Register abandoned in 1921.
HERBERT D. MAXWELL KVCT 16 May 1910 (or 1916?) sunk by ss GLOUCESTER off Annapolis, Md., with loss of 4 lives.
HERBERT L. RAWDING LSTD April 1945 sold to Newfoundland; cut down to 3m.aux.; abandoned 250 mi W of Cadiz c.1947.
HERDIS LGQH Ex 4m.bktn; 4m.sch.May 1922. Register forfeited Nov.1936
HESPER LMGH Register abandoned Oct.1940; hulk at Wiscasset, Me.

HOLLISWOOD KLNM Ex bark. May 1905 conv. to 4m. sch at Los Angeles, Calif. May 1911 laid up Galveston; reg. abandoned 1915. May 1916 redocumented as barge at Mobile. 30 June 1920 abandoned 110 mi SE of C. San Blas, Florida.

HOPE SHERWOOD KSFQ Register abandoned 1927. May 1928 redocumented as TAMARCO at Tampa, Fla. Lost at Flagler Beach, Florida, 24 Sept. 1932, with 1 of crew.

HORACE A. STONE KSRW Register abandoned April 1935; Boston Harbor "Show Boat".

HORACE E. MUNROE LTWG 25 Feb. 1921 sunk by Br. ss PALMA in 35-22 N, 13-14 W.

HORACE W. MACOMBER KHSF 24 Nov. 1908 wrecked on Mosell Shoal, Abaca, Bahamas.

HORATIO G. FOSS KWPN 22 Oct. 1927 foundered off Bermuda.

HOWARD SMITH KGCR 27 Oct. 1890 wrecked on Doboy Bar, Georgia.

IDA S. DOW LPKH 1932 damaged in collision; hulk Newport News; register abandoned April 1940.

INDEPENDENT KJPH 1 July 1912 wrecked on Turks I.

INDOMABLE ex KHRJ D.H.RIVERS; later RICAMERON; lost 28 March 1922.

INEZ M. CARVER KQND Rn. GOLDFIELD June 1911; sold to Spanish owners 1925.

IONA TUNNELL KPMB Sold foreign in summer of 1915.

IRENE S. WILKINSON LNCK Register abandoned August 1933.

ISABEL C. HARRISS LMJH 25 July 1926 wrecked on South Pnt., Barbados, B.W.I.

ISABELLA PARMENTER MCFV Rn. from TREMONT Nov. 1922. 31 Oct. 1925 foundered off Hatteras; crew rescued by USS ACHILLES.

ISAIAH HART KDNM Lost in Spring of 1900.

J. C. STRAWBRIDGE KQSL 24 Feb. 1911 abandoned off Bermuda.

J. R. TEEL KHQC Barge 1912; 9 Nov. 1913 wrecked Bogue I., N.C.

J. EDWARD DRAKE KQHM 27 August 1922 foundered in 36 N, 57 W.

J. HOLMES BIRDSALL KMBP 17 Sept. 1916 wrecked at San Juan, Puerto Rico.

JAAN ex MBNS JAMES C. HAMLEN. Sold Estonia 1934; hulk at Kiel 1946.

JACKSONVILLE KVTG A casualty in Fall of 1926; reregistered at Miami January 1927; register abandoned in 1928.

JACOB M. HASKELL KRCL 31 May 1918 torpedoed 50 mi E/S Barnegat Light, New Jersey.

JACOB W. HOOK LNKS 11 Nov. 1928 foundered off Hatteras; 3 of crew lost.

JACOB S. WINSLOW KGBQ 1 March 1914 lost on S point of Block I., N.Y.; 1 lost.

JAMES JUDGE KGVN

JAMES B. DRAKE KSVG Sold French 1921 or 1922.

JAMES C. HAMLEN MBNS 1934 Estonian JAAN; 1946 hulk in Kiel harbor, Germany.

JAMES E. COBURN LRKC 17 April 1929 foundered in 35-23 N, 68-32 W; 1 man lost.

JAMES E. NEWSOM LSKM 1939 sold to Canada; 1 May. 1942 submarined 35-50N, 59-40W.

JAMES G. BEECHER KGCD Wrecked in January 1901.

JAMES W. ELWELL (p. 57) Ex 4m. bktn. 1921 sold to Italian owners.

JAMES W. FITCH KHDT

JAMES W. HOWARD LWTM 14 Dec. 1925 sunk off C. Lookout, N.C., by Ital. ss LIVENZA.

JEAN LHCK Ex NISSEQOGUE. 21 Jan. 1928 sunk by ss CITY OF GLASGOW off New Jersey Coast.

JEAN L. SOMERVILLE LPQH 19 April 1921 wrecked on Cruz Cay, Cuba.

JEANIE KBCQ 19 Dec. 1913 lost in Calvert Sound, British Columbia.

JENNIE S. BUTLER KJTB 22 March 1900 dragged ashore at mouth of Brazos R., Texas.

JERE G. SHAW LNGM Apr. 1926 rn CATHERINE G. SCOTT. 14 Oct. 1930 lost Hatteras.

JESSIE BOUNDS (p. 57) Ex. 4m. bkn. CITY OF HOUSTON. Top hamper burned off at Orange, 6 Aug. 1917. July 1919 documented as JESSIE BOUNDS. Foundered 10 Oct. 1919 in 37-30 N, 42-25 W, bound to England.

JESSIE A. BISHOP KWQN 1 Jan. 1912 wrecked at Nassau Inlet, Florida.

JESSIE G. NOYES LJDS 3 March 1927 foundered in 37-31 N, 69 W; 3 of crew lost.

JOAN KIELBERG LJKS 1921 sold Canadian; Jan. 1930 burned off Shelburne, N.S.

JOB H. JACKSON JR. KGTB 5 Jan. 1895 lost with 1 of crew on Peaked Hill Bar, C. Cod.

JOHN BOSSERT KTNB 15 Feb. 1916 lost by fire with 1 of crew, Seabright, N.J.

JOHN HOLLAND KHLW Lost in June 1893.

JOHN PAULL KGJR 10 Feb. 1892 lost on Green Hill Point, Rhode Island.

JOHN TWOMEY KJNR 9 Oct.1913 ashore on C.Fear; reregistered at Philadelphia April 1915. Torpedoed 21 July 1917 in 35-55 N, 23-20 W.
JOHN B. BIEMILLER KSMQ Sold to foreign owners early in 1920.
JOHN B. MANNING KGLF 5 April 1915 found bottom up off Hatteras; 10 crew lost.
JOHN C. HAYNES KNSR Missing with 9 crew since 6 Aug.1899, Tampa-Baltimore.
JOHN C. HILLEBRAND LBGK Ex MARY L.BAXTER; rn Dec.1924. Casualty early in 1915; reregistered June 1915 at Bath. Foundered at sea, 14 March 1928.
JOHN D. COLWELL KVLC.Rn. FLORENCE THURLOW; 12 May 1920 sunk off Sea Girt, N.J.
JOHN E. LEVLIN KPRN 10 Jan.1908 wrecked at Metomkin, Virginia.
JOHN E. RANDALL KJMG
JOHN H. PLATT KGSW Missing with 14 crew since Sept.1898, N.Y.-Brunswick, Ga.
JOHN K. SOUTHER KGBF
JOHN F. FOX LNSK 19 July 1922 lost near Bottle Nose, Caicos, Bahamas.
JOHN S. AMES KGRQ 24 Feb.1899 lost on Galveston Bar, Texas.
JOHN W. LINNELL
JOHN FRANCIS STUARD LVHM 6 Feb.1927 wrecked at Tiburon, Haiti.
JONATHAN BOURNE KBSH
JOSEPH LEOPOLD LPRH 20 April 1920 lost in 20-28 N, 69-35 W.
JOSEPH B. THOMAS KQMN 21 March 1909 wrecked on Fowey Rocks, Florida.
JOSEPH G. RAY KRCG 24 Nov.1911 wrecked on Tail of the Horseshoe, Virginia.
JOSEPHINE KMQT ex.4m.bktn. Rerigged at Philadelphia Sept.1908. Register abandoned 1922.
JOSEPHINE A. McQUESTEN MBWS 1936 sold to Estonia; lost on Faeroes en route there.
JOSIAH B. CHASE MCHP 1934 sold to Estonia; rn MIKHEL.
JOYCE FRENCH KVBR Ex FRANCES HYDE.
JUDGE BOYCE KTMD 13 Nov.1919 wrecked at Lisbon harbor, Portugal.
JUDGE PENNEWILL KVFQ 9 June 1932 foundered at Charleston, South Carolina.
JULIA LOFT LGTC Nov.1917 rn MADELYN SHIRLEY LORD. 7 Mar.1919 lost Ponce, P.R

KATIE J. BARRETT KDWF Ashore new at Nauset, Mass. Floated after a year and rn.STAR OF THE SEA.
KATHERINE MAY LSRN Sold British 1928. Hulk now at Curtis Bay, Baltimore, Md.
KATHERINE D. PERRY KJHQ 17 Dec.1911 lost on Cape Charles, Virginia.
KENNEBUNK LNBF 1925 to British registry.
KENTON LTCH ex MIRIAM LANDIS; rn March 1922. 10 Nov.1920 ashore C. Negro, Spanish Morocco. 30 Jan.1935 abandoned off Brava, C.V.Is.
KENWOOD KRJQ 4 Feb.1926 foundered off Scituate, Mass.
KING PHILIP KDMW 27 Nov.1898 lost with 10 crew in "Portland Gale" off C.Cod.
KINGSWAY LNJT 22 Jan. 1929 lost by fire at Broad Cove, Eastport, Me.

L. HERBERT TAFT KRJV 19 Dec.1912 wrecked on Romer Shoal, New York Bay.
LAURA A. BARNES LJRF 1 June 1921 wrecked on Bodie Island, North Carolina.
LAURA C. ANDERSON KHWN 29 Aug.1917 torpedoed in 49-43 N, 0-55 W.
LAURA ANNIE BARNES MCWL 17 Jan.1939 lost on Tuckernuck Shoal, Mass.; Canadian reg.
LENA F. DIXON KHRV Rn MONHEGAN.
LEONIDAS LKRP 11 Aug.1918 abandoned afire in 35-57 N, 65-59 W.
LEWIS H. GOWARD KMJN 1 April 1921 burned near Key West, Florida.
LEWISTON KWRH 13 May 1915 wrecked on Maranham I., Brazil.
LIEUT.SAM MENGEL LMRQ Barge Sept.1933. 16 Oct.1935 foundered off Boston Lt.Vess.
LILLIAN E. KERR MBQS Canadian Aug.1937. 1938 conv.to four-master. Run down with all hands in Gulf of Maine 13 Nov.1942 by ss ALCOA PILOT.
LIZZIE H. BRAYTON KJWP 18 Dec.1904 lost at Bayhead, N.J.
LIZZIE J. PARKER KPLM Wrecked Feb.1901
LIZZIE M. PARSONS KRLG 15 Feb.1925 wrecked at Atlantic City, N.J.
LOUIS BOSSERT KTDL Sold alien in Spring of 1916.
LOUISE H. RANDALL KLFP 28 Nov.1893 sunk off Smith Pt., L.I., N.Y.; cargo shifted.
LUCIA P. DOW LSNB April 1931 sold to Canada; now probably coal hulk.
LUCINDA SUTTON KJRG 30 March 1917 lost off Bahia Blanca, Argentina.
LUCY H. RUSSELL KDVJ 21 June 1903 lost on Gull Shoal, North Carolina.

(to be continued)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1898

Russell & Co., Port Glasgow

INVERCLYDE Bark 1634 Builders; sold new to G.Milne & Co., Aberdeen 2800

Cumming & Ellis, Inverkeithing

MARS Steam aux. 3m.Sch 383 A.Christensen, Copenhagen, Denmark 600

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1899

(none)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1900

Ailsa Shipbuilding Co., Troon

KILLORAN Bark 1757 Bk.Killoran Co.(J.Browne), Glasgow 3100

A.McMillan & Son, Dumbarton

HAWAII 4m.Bktn 1025 Hind, Rolph & Co., Valparaiso
ETHEL M.STERLING (aux.4m.sch) 1926 E.R.Sterling, Seattle
HIDALGO 1934 Mexico
CALI (motor vessel) 1946

Robert Duncan & Co.Lim., Port Glasgow

ALTA 4m.Bktn 1300 A.P.Lorentzen, San Francisco

William Hamilton & Co., Port Glasgow

NONPAREIL 4m.Bark 1983 Anglo-American Oil Co., London 3500

Grangemouth Dockyard Co., Grangemouth

LAKESIDE 4m.Bktn 786 W.L.Lovett, Yarmouth, N.S.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1901

William Hamilton & Co., Port Glasgow

COMET 4m.Bark 3014 Anglo-American Oil Co., London 5000
OROTAVA 1913 Rhederi A/G von 1896, Hamburg
JAMES DOLLAR 1921 Robert Dollar Co., San Francisco
PACIFIC FORESTER (barge) 1929 Pacific (Coyle) Nav.Co., Vancouver
ISLAND FORESTER Island Tug & Barge Co., Victoria, B.C.
LADYE DORIS Ship 1947 William Montgomery, London 3000
OLIVA Rhederi A/G von 1896, Hamburg
DHARMA Chile
EVA MONTGOMERY Ship 1944 William Montgomery, London
ORLA 1909 Rhederi A/G von 1896, Hamburg

Russell & Co., Kingston Shipbuilding Yard, Port Glasgow

BRILLIANT 4m.Bark 3765 Anglo-American Oil Co., London 6000
PERCEO 1914 F. Laeisz, Hamburg
BELL 1915 A.Monsen, Tønsberg
DAYLIGHT 4m.Bark 3756 Anglo-American Oil Co., London (Compl.1902) 5900
TANGARA (Aux.4m.bktn) 1944 Brazil

Dundee Shipbuilders Co.Lim., Dundee

DISCOVERY (wood) Aux.Bk. 751 Robert F.Scott Antarctic Expedition

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1902

			Ailsa Shipbuilding Co., Troon	
KILDALTON	Bark	1760	J.Browne, Glasgow (Completed 1903)	
			William Hamilton & Co., Port Glasgow	
FITZJAMES	Ship	1950	William Montgomery, London	3000
PINNAS			1909 F.Laeisz, Hamburg	
			A. Rodger & Co., Port Glasgow	
ARROW	4m.Bark	3090	Anglo-American Oil Co., London	5000
PARMA			1911 F.Laeisz, Hamburg	
ECLIPSE	4m.Bark	3090	Anglo-American Oil Co., London	5000
EGON			G.H.J.Siemers, Hamburg	
JANET DOLLAR			1921 R.Dollar Co., San Francisco	
BAY OF BISCAY	Ship	1998	T.Beynon & Co., Cardiff	3300
SVENDSHOLM			1915 S.O.Stray, Christiansand	
RADIANT	Ship	1974	Anglo-American Oil Co., London (Compl.1903)	3300
PERIM			1912 F.Laeisz, Hamburg	
			Russell & Co., Port Glasgow	
ORMSARY	4m.Bark	2251	Lang & Fulton, Greenock	
			A. McMillan & Son, Dumbarton	
URANIA	4m.Bark	3265	B.Wencke Sohne, Hamburg	5200
SPEEDONIA			1915 Speedonia Inc.(R.D.Brailli & Co.), London	
SCALA SHELL (aux)			1919 Anglo-Saxon Petroleum Co., London	
ALSTERBERG	4m.Bark	3239	A/G Alster, Hamburg	----
WALKURE			H.Fölsch, Hamburg	
WILLIAM DOLLAR			1921 R.Dollar Co., San Francisco	
PACIFIC GATHERER (barge)			1929 Pacific (Coyle) Navigation Co., Vancouver B.C.	
ISLAND GATHERER			Island Tug & Barge Company, Victoria, B.C.	
AMA BEGONAKOA	4m.Bark	2516	Sota y Aznar, Bilbao (training ship)	4000
MEDWAY			Devitt & Moore, London	
MYR SHELL (aux)			1919 Anglo-Saxon Petroleum Co., London	
BRYNYMOR	Ship	2131	S.Goldberg & Sons, Swansea	
ARGO			1904 G.Ansinck, Hamburg	
PEIHO			1907 F.Laeisz, Hamburg	
INVERNESS	Bark	1959	George Milne, Aberdeen	
S.CELESTE	Ship	1946	F.S.Ciampa & Figli, Sorrento (Compl.1903)	
OLCNA				
STELLA			A/S Excelsior (S.O.Stray), Christiansand	
S.MARGHERITA	Ship	1929	F.S.Ciampa & Figli, Sorrento	
			John Reid & Co.Lim., Whiteinch, Glasgow	
COLONIAL EMPIRE	4m.Bk	2436	George Duncan, London	4000
SCHURBEK	4m.Bark	2409	Knöhr & Burchard Nfl., Hamburg	4000
JOSEPH DOLLAR			1921 R.Dollar Co., San Francisco	
			Dundee Shipbuilders Lim., Dundee	
SARAGOSSA	4m.Bark	2503	J.Hardie & Co.	4000

UNITED KINGDOM SHIPBUILDING IN 1902

Significant this year was the building of large four-masted barks for Standard Oil and for German owners. Although DAYLIGHT and BRILLIANT were not topped, URANIA, the largest, was a respectable 3265 gross tons.

ECLIPSE, ALSTERBERG, and SCHURBEK all became American by way of the laid-up fleet at Santa Rosalia bought by Robert Dollar of San Francisco. ALSTERBERG, as PACIFIC GATHERER, became a log-barge, and the other two were hulked in China in the twenties.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM

1903

Grangemouth & Greenock Dockyard Co., Greenock

BEETHOVEN	4m.Bktn	2003	A.C.de Freitas, Hamburg (Completed 1904)	3300
FLOTOW	3m.Sch	295	A.C.de Freitas, Hamburg	500

A. Rodger & Co., Port Glasgow

MARTABAN	Ship	1962	British Eastern Shipping Co., Liverpool	----
OLINDA	Ship	1914	Rhederi A/G von 1896, Hamburg	3200
CARDINIA			1915 Admiralty, London	
CASTLETON	Ship	1971	Beynon Shipping Co., Cardiff	3300
SVALEN			S.O.Stray, Christiansand	
SKAREGROM				
ALACRITA	Ship	1980	J. Johnsen & Co., Oslo	----

John Reid & Co.Lim., Whiteinch, Glasgow

MNEME	4m.Bark	2456	B.Wencke Sohne, Hamburg	4000
POMMERN			1907 F.Laeisz, Hamburg	

1904

Grangemouth & Greenock Dockyard Co., Greenock

MOZART	4m.Bktn	2003	A.C.de Freitas, Hamburg	3300
COMTE DE SMAET DE NAEYER	Ship	2204	Ass.Maritime Belge, Antwerp	

W.Hamilton & Co., Port Glasgow

HANS	4m.Bark	3102	G.J.H.Siemers, Hamburg	
MARY DOLLAR			1921 R.Dollar Co., San Francisco	
TANGO (barge)			1933 Los Angeles	
CIDADE DO PORTO (6m.Sch)			1943 Portugal	
KURT	4m.Bark	3109	G.J.H.Siemers, Hamburg	
DREADNAUGHT			1917 U.S.Shipping Board, Portland, Oregon	
MOSHULU			1917 U.S.Shipping Board, Portland, Oregon	

A. Rodger & Co., Port Glasgow

WELLGUNDE	Ship	1919	H.Fölsch, Hamburg	
HANSA			Bremen	
BELLPOOL			1922 James Bell & Co., Hull	

A.McMillan & Son, Dumbarton

GOSTWYCK	Bark	1827	Alexander Nicol, Aberdeen	
INVERLYON			1906 George Milne, Aberdeen	

1905

Scott's Shipbuilding & Engineering Co.Lim., Cartsdyke, Greenock

ARCHIBALD RUSSELL	4m.Bk	2385	J.Hardie & Co., Glasgow	

1906

Napier & Miller, Old Kilpatrick

SUNLIGHT	Bark	1444	Lever Brothers, Port Sunlight (Tanker)	2200

1907

Napier & Miller, Old Kilpatrick

RENDOVA	Bark	1433	Lever Brothers, Port Sunlight (Tanker)	2200

1921

Ramage & Ferguson, Leith (replacing a hull launched in 1914)

KØBENHAVN	Aux 5m.Bark	3901	East Asiatic Co., Copenhagen	5200

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME ONE, NUMBER 12 135 MAY 1950

AMERICAN CLASSIFICATION SOCIETY REGISTERS

In the last issue of LOG CHIPS we introduced the subject of classification society registers with a sketch of the origin and progress of "Lloyd's Register of British and Foreign Shipping." We continue in this issue with an account of the development of such publications in America.

Professor Albion described in the first issue of "American Neptune" the inspection ledgers kept privately by the Atlantic Mutual Insurance Company, the largest marine insurance firm in New York. These records were commenced in the 1840's and served the purpose of "Lloyd's Register" as far as the needs of Atlantic Mutual were concerned.

Such a service, however, was too expensive to be maintained by smaller companies and the shipping community in general except on a collective basis. Recognizing this, three New Yorkers in 1857 issued the "New York Marine Register; a standard of classification of American vessels." Dated 1 July 1857, this first issue was copyrighted on 26 Jan.1858 by R.C.Root, Anthony & Co. The three compilers were Thos.D.Taylor, Richd.T.Hartshorne, and John F.H.King, shipwright, describing themselves as "Inspectors for Underwriters."

There were five alphabets in the book, the vessels being separated into ships, barks, brigs, schooners, and steamers. Information given included name of master, class, tonnage, number of decks, draft, kind of timber, metal of fastenings, date metalled, year built, where, and usually by whom; port belonging to, owner or consignee, model, place and month of survey, and remarks. "Remarks" include such items as arrangement of cabin, possession of a centerboard or wire rigging, service as a whaler or packet, and year of significant repairs.

As ships were surveyed annually, if possible, the notations of ports and dates of survey in these volumes are of great assistance in cases where it is desired to trace the movements of a given vessel. The place and dates of survey in the register books serve as a quick index to the seaport newspapers, whose marine intelligence columns can then be searched with a minimum of effort for details of voyages, cargoes, or passengers.

The second issue of the "New York Marine Register", with preface dated 18 June 1858, has the dimensions of vessels added to the other data. A slip pasted on the title page indicates that the ubiquitous nautical publishers, E.& G.W.Blunt, had become general agents for the volume, and for the next few years the Blunts appear as publishers.

These early volumes, in addition to the tables of ship data, contain other useful historical information. There are a series of woodcuts, scaled 1/48 and 1/24, showing the fastenings of a ship about 800 tons; tables of rigging and anchor sizes; rules for classification and stowing cargo; and other similar information applicable to the later clipper ship period. Within a few years the title had become "American Lloyds' Registry of American and Foreign Shipping," with surveyors in a dozen seaports; but, although there was a Committee of Supervision consisting of the shipbuilders, Westervelt, and Captains Skiddy and Nye, and there are references to a "Board" and an "Association", the work seems to have belonged to the three founders and the Blunts.

In 1866 the partnership split up, with the Blunts dropping out of the picture

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LOG CHIPS is produced by John Lyman at 7801 Gateway Boulevard, Washington 19, D.C. This number completes volume one. After 1 July 1950, the price of volume one will be $2. Subscription to volume two, $1. Volume two will consist of 12 numbers, issued six times yearly; or fewer numbers at longer intervals, depending on mail rates.

entirely. Taylor, taking with him the woodcuts, became proprietor of "Lloyd's Universal American Register of Shipping", which claimed 1857 as the year of establishment, and in which some copies of the 1866 issue have had inserts pasted, revising the title to "American Lloyd's Universal Register." Hartshorne and Johnson, meanwhile, carried on with "American Lloyd's Register of American and Foreign Shipping", with a similar format, but with new cuts of details of construction.

Taylor's book in 1874 was styled "American Lloyd's Universal Standard Register of Shipping", and had abandoned the woodcuts for a lithograph of a hull on blocks, opened for inspection, and another sail and rigging plan of a two-skysail single-topsail full-rigged ship. Such matters as port charges and depths of water in harbors are included in the front of this volume, which the Library of Congress records as the last issued.

Its twin and rival lasted somewhat longer -- until 1883, we believe, by which time the column of "model" had dropped out. This issue was the last officially to bear the title "American Lloyd's", although the term has clung up to the present time to a publication more properly known as the "Record."

The "Record of American and Foreign Shipping" was first issued as an annual volume by the American Shipmasters' Association in January 1869, although a monthly pamphlet had been circulated since March 1867. The Association had been established in 1860 and incorporated in New York in 1862 by a merchant-underwriter group as a sort of company union for ship's officers. (Not until 1898 were Federal licenses required for masters or mates of sailing vessels, and then only for those over 700 gross tons.) The decision to become also a classification society was made in February 1867.

Competition was keen for a few years among the three books. The New York Board of Underwriters, whose endorsement had been featured for years by "American Lloyd's", adopted a resolution on 3 June 1869 giving the "Record" their undivided support. Hartshorne and Johnson countered with accusations that the "Record" was the instrument of the Atlantic Marine Insurance Co., which falsified ratings so as to insure through direct negotiation at high rates, and then reinsured at lower rates justified by the fictitiously high book ratings.

Unlike the two "American Lloyd's" series, the "Record" lumped all vessels, sail and steam, in one alphabet, a procedure followed to this day. The first number omitted names of builders, but this omission was soon rectified. The "Record" has never followed the policy of the early "Lloyd's Register" in listing only vessels classed with the society, nor has it pursued the later policy of listing all ocean-going vessels of the world. The "Record" has been confined to American vessels and vessels that trade to North America; the current policy is to give full particulars only of American vessels and Canadian lakers, with an appendix of brief details of foreign vessels in American trade.

In 1889 there was established in New York the "Register of Iron and Steel Vessels, together with the rules of the United States Standard Steamship Owners', Builders' and Underwriters' Association, Limited". This register existed as a rival publication until 1908, when it was absorbed by the "Record."

In November 1898 the American Shipmasters' Association was renamed the American Bureau of Shipping, and in 1916 it acquired the "Great Lakes Register", which had existed since 1896. By the Merchant Marine Act of 1920 the American Bureau was recognized as the classification bureau for all United States vessels, two government representatives were placed on its executive committee, and all vessels classed by it were given a special designator in "Merchant Vessels of the U.S."

The Load Line Acts of 1929 and 1935 likewise appointed the American Bureau to determine load lines for American vessels affected by the two statutes.

Like other such publications, the "Record" was "Secret" during World War II. Subsequent to the War, negotiations were well under way to amalgamate the American Bureau with Lloyd's Register, but the merger was never consummated, owing, it is said, to disagreement on policy with respect to shipbuilding in occupied Japan. A long list of vessels in now under construction in Japan to class with the Bureau, and there are others in Spain, Italy, and Trieste.

BOOK REVIEWS

BRYANT, S.E., "A list of vessels built from 1800 to 1873, District of Kennebunk, with a supplement from 1874 to 1884", 16 pp; Kennebunk, The Brick Store Museum, 1950; price $1.00.

This little pamphlet is a photographic reprint of a rare booklet originally published in 1874 and extended by including 10 years of annual supplements. Thus nearly the entire period in which vessels of significant size were built at Kennebunk is covered, although schooners and power vessels were turned out there in the 20th Century.

Bryant, who was Deputy Collector at Kennebunk, turned out one of the best volumes of its kind ever produced, since names of captain, owner, and builder are given for each vessel. The Brick House Museum is to be congratulated on making available this inexpensive reproduction.

LACROIX, Louis, "Les derniers voiliers morutiers terreneuvas, islandais, groenlandais", 314 pp; ill; Lucon, Impr. S. Pacteau, 1949.

The above title is given on the cover; the title page gives "Les derniers morutiers francais." This is another of Capt. Lacroix's exhaustive works on the French sailing marine, and gives for the first time (as far as we know) an account of the French Grand Banks and Iceland fisheries.

Like the captain's other works, "Morutiers" is well illustrated, the reproductions making up in quantity what they lack in quality. Included are sail plans of two recent barkentines.

An appendix lists the sailing codfishers of St. Malo since 1874, with their rigs, tonnages, and fates. They range from 40-ton sloops, through brigs, brigantines, schooners, and barkentines to the four-masted barkentine ZAZPIAKBAT. Only two are listed as still afloat, the steel auxiliaries CDT LOUIS RICHARD and LT RENE GUILLON, built in 1933.

One interesting chapter concerns the Societe des Oeuvres de Mer, which operated hospital ships on the banks.

LACROIX, Louis, "Les derniers voyages de forcats et de voiliers en Guyane; Les derniers Antillais" 378 pp; ill; Lucon, Imp.S. Pacteau, 1945.

This volume is really two books in one. The first section, dealing with the carrying of convicts to French Guiana, is material left over from an earlier volume on coolie ships and blackbirders, combined with a general account of trade to that region. An annex lists 217 vessels that traded to French America from 1890 to the end of the sail period.

The second part, beginning on p.165, describes the trade with Martinique and other islands of the West Indies. The illustrations, comprehensive as always, include four folding charts, and there are also words and music of "Adie Foula" — "chanson de la Martinique."

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LACROIX, Louis, "Les ecraseurs de crabes; sur les derniers voiliers caboteurs", 348 and xxxvi pp; ill; folding chart of Raz du Seine; Nantes, 1947.

"Crab smashers" as a nickname for coasting vessels probably arises from taking the ground at low water in English Channel ports. Captain Lacroix covers the coasts of France both geographically and in time, in telling the story of these small fry.

Chapter XVI tells the story of the big four and five-masted schooners built in America for France in 1917-9, and as a seaman of square rig Captain Lacroix is full of scorn for them and the politicians who caused their building.

An annex lists 235 coasters of 50 tons and upwards trading in 1892, 271 of 75 tons or more flourishing in 1914, and 55 (20 with motors) afloat in 1937. Some of the illustrations have already done duty in other works as representing coasters of other nationalities, but there are also some lines and sail plans, mostly after Paris.

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VIGELAND, Nils P., "Norsk seilskibfart erobrer verdenshavene", vii & 272 pp; 74 plates; Trondheim, F. Bruns Bokhandels Forlag, 1943.

Not exactly a new book, this work has not previously been noticed, to our knowledge, in an English-speaking country. Like "De Danskes Vej", it was produced under German occupation, and like that book it is a handsomely printed, well illustrated maritime history.

From 1826 until 1878, Norway's sail

tonnage increased with each year. There was a slight setback in 1879, followed by a period in which native-built wooden sailers were largely replaced by second-hand foreign-built iron and steel bottoms. The high point in sail tonnage was reached in 1891, and thereafter Norway s sail fleet disappeared with the rest of the world's.

When this book was written, only LINGARD, preserved at Oslo, and the training ships SØRLANDET and CHRISTIAN RADICH were left under the Norwegian flag. The book has a glossary of nautical terms and three pages of bibliography.

(GJERSØE, Georg), "Norske seilskibsrederier", 355 pp; front.; Oslo, Fredhøis Forlag A/S, n.d.

This is not exactly a new book, although it is still in print; it seems to have been produced in the late 1930's.

The title means "Norwegian sailing ship owners", and the book is simply an alphabetical list of shipowners in each port, giving the names and tonnage of sailing vessels owned by them since 1884, the year and place of building, building material, and years in which owned. It was compiled from "Norske Veritas", and can for many purposes replace a large file of that classification society's register.

Some 1920 owners and 3150 ship names are included, and there are full indexes by ship name, owner's name, and home port. No knowledge of Norwegian is needed to make this a highly useful volume.

Unfortunately, all Norse vessels were not required to be classed by Veritas until 1896, so for earlier years there is a lack of completeness in the coverage. The volume also lacks any indication of changes of name.

CURRENT BIBLIOGRAPHY

ANON, "Sail ho!", Argosy, pp.8-14, April 1950. Mostly photos of PASSAT on her last voyage.

COLTON, J.Ferrell, "The last grain race", U.S.Nav.Inst.Proc., v.76, pp.506-513, 1950. Ill. PAMIR and PASSAT; why the spelling 'barque'?

EASTMENT, Elizabeth, "Los caballitos del mar", Grace Log, pp.19, 32; ill; Jan-Feb.1950. (in English). Peruvian reed boats.

ERICSSON, Christoffer H., "Sovjet får statliga finskbyggda skonare", Till Rors, pp.10-12, 36; ill; Jan.1948. Description of the Finnish-built Russian reparations vessels, with a deck plan and two sail plans.

MACMULLEN, G.F., "This business of naming ships", U.S.Nav.Inst.Proc., v.76, pp. 515-517, 1950. A facetious essay, which makes sense, none the less.

VILLIERS, Alan, "Death of a sailor", Naut. Mag., v.163, pp.8-10, 1950. Obituary of de Cloux.

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SAILING VESSEL MOVEMENTS

ATHIVVATHURRAHMAN, Maldive brig. Was at Colombo in Nov.1949 with a brigantine of the same nationality.

BOHEMIA, sch. Has been raised in Elizabeth River, Va., and will convert to power.

CHAIKA, Russ.aux.sch. 21 Feb.sailed from Honolulu for Far East.

CITY OF NEW YORK, Can.aux.3m.sch. 28 March put into Lunenburg with broken tail shaft, bound Halifax-Kingston, Ja.

DANMARK, Dan.aux.tr.ship. Left Bermuda 19 Feb.and passed Elsinore 15 March.

DEUTSCHLAND, Ger.aux.ship. Has been returned to Deutscher Schulschiffverein, Oldenburg, and may resume training for the German merchant marine.

EINVIKA, Nor.m/v. Recently changed hands in Norway. Ex CANIS, built in 1888 as bark ANDREW WELCH (see LC p.36)

HUGIN. A Viking ship replica was built of oak in Denmark last year, and sailed over to Broadstairs, England. Another called ORMEN FRISKE was built in Sweden of fir (plans in Svensk Sjøfarts Tidning v.45, p.1149, 1949) and there was a suggestion that Norway build another, and that the three race to the US in 1950. This we would like to see!

KOMETA, Russ.aux.sch. 16 March left Honolulu for Far East.

LIEUTENANT RENE GUILLON, Fr.aux.3m.sch. Reported in ice off the Grand Banks in April, but got clear. (See p.137)

NACALA, Port.m/v. Lately has been trading from Lisbon to US Atlantic ports, and was written up in NY Times. Ex LEYLAND BROTHERS of 1886 (LC p.7)

OSMINOG, Russ.aux.sch. In company KOMETA.

PADUA, Russ.4m.bk. Said to have been rn. KRUSENSTERN.

PAMIR, Finn.4m.bk. 4 Apr.towed Penarth to Barry.

PERLAMUTR, Russ.aux.sch. 14 Feb.sailed from Honolulu for Far East.

Portuguese bankers. The following left Lisbon for the Grand Banks on the day in April indicated: CRUZ DE MALTA 1st,

SANTA ISABEL and LOUZADO 3d, SENHORA DA SAUDE 4th, INFANTE DE SAGRES, OLVEIRENSE 6th; LABRADOR, ADELIA MARIA 10th; AVIZ 12th; INFANTA DE SAGRES and OLIVEIRENSE via St. Michaels 11th.

SUNBEAM, Swd.tr.sch. 4 Apr. arr Fayal for supplies.

TOVARISCH, Russ.aux.tr.bk. This is reported as the new name of GORCH FOCK.

TREPANG, Russ.aux.sch. In company PERLAMUTR.

VALE, 3m.mot.sch. Delivered 8 July 1949 by A/B Marstrands Mek.Verks. to Victor Hanson, Burgsvik. 380 tons DW; marconi rig.

(Acknowledgements to Capt.P.A.McDonald, Jürgen Meyer, Bob Burgess, and Giles Tod.)

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MORE ON THE LARGEST DORY; AND ANOTHER LARGEST SLOOP

The giant dory (p.12) is described in "Rudder", 1902, pp.468-469. She turns out to have been named POLLYWOG, while to her owner, who built a large deckhouse on her, she was a "doryhouse."

POLLYWOG is listed in "Merchant Vessels" as a 19-ton schooner 43 x 13 x 4.7 feet.

Charlie Morgan put us on the trail of another large sloop, the ROSS L. COE, and we found her documents in the National Archives. She was built at Kennebunk, Me., by David Clark in 1895 for the Bradley Fertilizer Co. of Boston. With dimensions 103.8 x 26.9 x 9.4 feet, she was 173 gross tons.

There were smaller three-masted schooners than the ROSS COE built in Maine, and she is worthy of further study. Why a fertilizer company needed a big one-master is not clear, since no heavy packages, such as characterized the stone trade, seem to be involved.

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CHAPELLE OFF TO ENGLAND ON GUGGENHEIM

The recipient of a Guggenheim Fellowship, Howard I. Chapelle will spend this summer studying the surviving evidence on that side of the water for American shipbuilding of the Colonial period and up through 1830.

We hope his researches will lead to an authoritative decision on the conflicting American and British claims that have been advanced concerning the "invention" of the clipper ship. They should also settle the question of the alleged French influence on American design at the end of the 18th Century.

NAVAL HISTORICAL FOUNDATION OPENS TRUXTON-DECATUR MUSEUM

We attended the members' private showing at the new Truxton-Decatur Museum on the evening of 12 May, and the museum is now open to the public in the daytime.

This is easily the smallest museum in the region, if not in the world, and we can guarantee that the viewer will not suffer from "museum feet." We are assured that the exhibits will be changed regularly, however, so that eventually all the material in the possession of the Foundation will have been exposed to public view.

There were an even 100 objects on display at the opening, described in a printed catalog costing $1. Relics of Truxton and Decatur were well represented, and there were a couple of models, which did not impress us as being outstanding.

Visitors to Washington will find this museum well worth a quick visit. It is in the rear of Decatur House, on H Street, just off Lafayette Square and a block or so from the White House.

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ALAN VILLIERS OFF TO THE GRAND BANKS

His interest aroused by reading about them in LOG CHIPS (or so we like to think), Alan Villiers sailed this spring for the Grand Banks in the Portuguese fishing fleet. When last heard of, he was in the ARGUS and planning to join the GIL EANES later. We hope that another of his splendid books will result.

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THE SEVEN SEAS

The term "seven seas" in English does not seem to antedate Kipling, and the average person is at a loss to identify suitable bodies of water without falling back on such apparently artificial distinctions as the North and South Atlantics and Pacifics. If we go back in history to a time when less of the world was known, however, seven becomes a logical total.

Thus, according to the Turkish hydrographer Piri Reis (fl.1520), the seven seas were the Chinese (our China Sea), Indian (Bay of Bengal), Persian (Persian Gulf), East African (Arabian Sea), Western (Atlantic Ocean), Mediterranean, and Red. These are the waters of the Mohammedan world.

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TIME TO RENEW

Subscriptions to LOG CHIPS expire with this issue.

FOUR-MASTED BARKENTINES BUILT ON THE WEST COAST

(For five-masters see p.117)

			1890	
KJCQ	CHARLES F. CROCKER	860	Alameda, California	C.G.White
KHMN	WILLIE R. HUME	865	North Bend, Oregon	(A.M.Simpson, owner)
			1891	
KJSD	ARAGO	498	North Bend, Oregon	(A.M.Simpson, owner)
KLBJ	CHEHALIS	690	Hoquiam, Wash.	(A.M.Simpson, owner)
			1893	
KLMW	JANE L. STANFORD	970	Fairhaven, Calif.	H.D.Bendixsen
			1894	
KMCH	OMEGA	584	North Bend, Ore.	(A.M.Simpson, owner)
			1895	
KMJP	ADDENDA	692	North Bend, Ore.	Simpson Lumber Co.
			1896	
KMTV	ECHO	707	North Bend, Ore.	Simpson Lumber Co.
			1897	
KNCD	ENCORE	651	North Bend, Ore.	(A.M.Simpson, owner)
			1899	
KPCJ	WILLIAM CARSON	890	Fairhaven, Calif.	H.D.Bendixsen
			1900	
KQHV	JOHN PALMER	1187	Fairhaven, Calif.	H.D.Bendixsen
			1901	
KRDW	AMARANTH	1109	Benicia, Calif.	Matthew Turner
KRHB	AURORA	1211	Everett, Wash.	Everett S.B.Co.
KRGH	GEORGINA	998	Fairhaven, Calif.	H.D.Bendixsen S.B.Co.
KQTC	JAMES JOHNSON	1149	Seattle, Wash.	Moran Bros. Co.
KQPJ	JAMES TUFT	1274	Port Blakely, Wash.	Hall Brothers
KRBN	KOHALA	891	Fairhaven, Calif.	H.D.Bendixsen S.B.Co.
KQWF	LAHAINA	1067	Oakland, Calif.	W.A.Boole & Son.
KRLQ	THOMAS P. EMIGH	1040	Tacoma, Wash.	Tacoma S.B.Co.
			1902	
KRND	AMAZON	1107	Benicia, Calif.	Matthew Turner
KRTS	FULLERTON	1554	Alameda, Calif.	Hay & Wright
KSHD	JOHN C. MEYER	932	Tacoma, Wash.	Tacoma S.B.Co.
KRMP	KOKO HEAD	1084	Oakland, Calif.	W.A.Boole & Son
KRQP	MAKAWELI	890	Oakland, Calif.	W.A.Boole & Son
KSDJ	PUAKO	1094	Oakland, Calif.	W.A.Boole & Son
			1918	
LJWS	CONQUEROR	1395	Rolph, Calif.	Rolph S.B.Co.
LNTD	HESPERIAN	1385	Rolph, Calif.	Rolph S.B.Co.
			1919	
LPWT	ANNIE M. ROLPH	1393	Rolph, Calif.	Rolph S.B.Co.
LVJT	GEORGE U. HIND	1389	Rolph, Calif.	Rolph S.B.Co.
LSBP	ROLPH	1756	Rolph, Calif.	Rolph S.B.Co.
			1920	
	S. F. TOLMIE	1612	Victoria, B.C.	Cholberg Shipyard

Four-masted barkentines built in Britain for West Coast owners:

1900	ALBA (Steel)	1535	Port Glasgow	Robert Duncan & Co.Lim.
1900	HAWAII (Steel)	1005	Dumbarton	A. McMillan & Sons

Other vessels converted to barkentines on the West Coast:

1862	ANDROMEDA (Iron)	1243	Liverpool (ex KENYON; conv.1904)	T.Vernon & Son.
1875	CENTENNIAL	1486	E.Boston (conv.1905)	Smith & Townsend
1883	ST.JAMES	1587	Bath, Maine (conv.1918)	John McDonald
1892	PRINS VALDEMAR (Steel)	1338	Elsinore, Den.(conv.1915)	Elsinore J.S.B.

THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (continued from p.131)

LUTHER LITTLE LJKG Register abandoned October 1940; hulk now at Wiscasset, Me.
LYDIA M. DEERING KGMQ 16 Aug.1915 foundered in 25-39 N, 92-46 W; 3 lives lost.
LYDIA McLELLAN BAXTER LBSF Casualty late in 1923; reregistered at New York March 1924. Barge June 1927; register abandoned June 1937.
LYMAN M. LAW KHMQ 12 Feb.1917 sunk by U-boat in 38-32 N, 7-58 E.

M.VIVIAN PIERCE LSCJ Rn.EDWARD L.SWAN; still documented.
MABEL KRJP Ex ADELAIDE BARBOUR; foundered 13 Oct 1923.
MABEL JORDAN KGNV 14 May 1904 wrecked opposite the Morro, San Juan, P.R.
MABEL A. FRYE MCDG 1936 sold to Newfoundland; lost on next trip.
MADELYN SHIRLEY LORD LGTC Ex JULIA LOFT. 7 March 1919 lost entering Ponce, P.R.
MAJOR PICKANDS KHJD Sold foreign early in 1918.
MALCOLM BAXTER JR. KPSD 17 May 1920 lost in Carlisle Bay, Barbados.
MALCOLM B. SEAVEY KQPR 28 Aug.1911 foundered at C.Romain, S.C.; 1 life lost.
MANUEL CARAGOL LHRW Sold to Brazil, early 1923.
MARGARET KRHC Ex FRANCES C. TUNNELL; sold to Greece, 1920. /N.C.
MARGARET SPENCER LQJM 18 May 1925 wrecked at Coast Guard Station 179, Chicamacomico,
MARGARET THOMAS KTJG 29 Feb.1924 lost off Mosquito Lagoon, Florida.
MARGARET THROOP LKRD rn.BESSIE M.DUSTIN Nov.1925; register abandoned Feb.1936.
MARGARET WARD KRVF 13 April 1903 lost off Galveston Bar, Texas.
MARGUERITE KCQL 4 April 1917 submarined 35 mi SW of Sardinia.
MARGUERITE M. WEMYSS LPRJ 22 Nov.1924 sunk by ss CITY OF MONTGOMERY, C.Lookout, N.C.
MARIA TERESA (Spanish reg.) ex KSCN BRINA P.PENDLETON; 28 Oct.1919 sunk by ss HICKMAN, 600 mi from Azores. Was bound Pensacola to Valencia with lumber.
MARIA O. TEEL KHJQ 14 Jan.1915 foundered in 23 N, 64 W; crew picked up.
MARIE GILBERT (p.119) KVHM 20 April 1907 lost on Masson Bar, near Mayport, Florida.
MARIE PALMER KPNL 17 Dec.1909 lost on Frying Pan Shoal, North Carolina.
MARIE F. CUMMINS LWRV Reg.abnd.Dec.1937; hull burned Philadelphia summer 1947.
MARJORIE KHSG
MARJORY BROWN KGMS 20 Oct.1913 foundered off Long Island, N.Y.
MARTHA ex KVCH CLARA DAVIS. French; later Estonian; broken up early 1938.
MARTHA E. WALLACE KRVM 21 Dec.1910 wrecked off Cape Lookout, North Carolina.
MARY MANNING KMCS 4 March 1906 lost in 39 N, 68 W.
MARY STUART LSCH 11 May 1921 wrecked off Pt. Peregrine, Cuba.
MARY TAMPLIN KVBR Ex FRANCIS HYDE; now MERITUULI.
MARY E. PALMER KMFH 4 August 1920 wrecked at Casablanca, French Morocco.
MARY G. MAYNARD LWCP 14 July 1930 abandoned in 38-40 N, 60-06 W.
MARY L. BAXTER LBGK 1924 rn JOHN C. HILDEBRAND. Lost at sea 14 March 1928.
MARY L. NEWHALL KTNQ 14 Jan 1908 foundered 200 mi N of Bermuda; crew picked up.
MART T. QUINBY KPJG Rn. [illegible] R. Ended at Port Johnson, N.J.; 1930's.
MARY ADELAIDE RANDALL KHWT 28 Dec.1911 wrecked on Block Island, Rhode Island.
MARY BRADFORD PEIRCE LSVR 17 July 1931 wreched on Cape Breton, Nova Scotia.
MARY MANSON GRUENER KWPB 10 Oct.1923 foundered in 28-09 N, 71-00 W.
MARY E.H.G. DOW KLHF . 26 Dec.1892 wrecked south of C.Charles.
MARY E.H.G. DOW KLWH Probably sold foreign in 1916 or 1917.
MASSACHUSETTS KNSH Missing since 25 Aug.1911, Wiggins, S.C., for Philadelphia.
MASSASOIT KGJW 15 Nov.1914 stranded off Smith Island, Virginia.
MATILDA D. BORDA KJTC 16 July 1906 lost on Gull Shoals, North Carolina.
MATOWAC KHDG 1917 rn from CHARLES A.CAMPBELL; register abandoned 1926.
MAUD B. KRUM KBQS Ex bark AMY, built 1883 at Bath, Maine, by Goss, Sawyer, & Packard; 700 tons. Rerigged & renamed 1905. 20 April 1915 sailed from St. Andrews, Florida, for Buenos Aires, and went missing with crew of 7.
MAUDE PALMER KQGM 26 Aug.1915 foundered in Gulf of Mexico; 11 crew lost.
MAUDE M. MOREY LHGF March 1942 sold to U.S.for Casco Bay breakwater; later burned.
MAURICE R. SHAW JR. LHDM Ex CHARLES M. STRUVEN; became barge July 1929; lost Nov.1942.
MAURICE R. THURLOW LWNM 14 Oct.1927 ashore Diamond Shoal; became derelict.
MAY V. NEVILLE KQNG March 1916 rn FRED W.THURLOW. 9 April 1927 foundered.
MEDFORD KQHR 11 Oct 1909 lost at Key West, Florida; 1 of crew lost.
MELBOURN P. SMITH LBGJ 23 Sept.1923 foundered in 31-50 N, 71-58 W.

MERITUULI	ex	KVBR	Ex FRANCES HYDE. Still afloat as ENA; see p.128.
MEROM		KJIP	13 Oct.1906 wrecked at Bonaire, N.W.I.
MIKHEL	ex	MCHP	Ex JOSIAH B. CHASE; July 1934 sold to Estonia.
MILENA	ex	LKSP	Ex BURKELAND; sold to Portugal June 1935; still fishing.
MILES M. MERRY		KRHF	17 Feb.1909 wrecked at Moriches, Long I., N.Y.
MILLIE G. BOYNE		KGQH	Lost on January 2d or 3d, 1890.
MIRIAM LANDIS		ITCH	March 1922 rn KENTON; see p.121.
MOISE	ex	KGTJ	Ex FLORENCE CREADICK; see p.128.
MOMIE T.		KTPH	Ex GEORGE F. SCANNELL; see p.129.
MONHEGAN		KHRV	Ex LENA F. DIXON.
MONTE BIANCO	ex	KVCB	Ex THEOLINE; sold French early 1918; later Italian.
MONTE CANI	ex	KJND	Ex BALLARD BARNES; see p.118.
MONTE CRISTO	ex	KRWM	Ex SAMUEL P.BOWERS. Sold French; torpedoed July 1918.
MONTE ROSA	ex	KGLB	Ex HENRY S. LITTLE; see p.129.
MONTROSE W. HOUCK		LCDK	18 Feb.1913 wrecked on Currituck Beach, N.C.
MOUNT HOPE		KFBM	Early 1919 sold to Portuguese; rn ATLANTICO.
MYRON C. TAYLOR		LJQS	31 Aug.1920 lost by fire at Cadiz, Spain.
MYRTLE TUNNELL		KHLP	Rn FOREST CITY 1907; CHARLES E. DUNLOP 1919; see p.119.
N. E. TURNER	(see p.63)		31 May 1919 abandoned in 39 N, 59-30 W.
NANCY HANKS		LHFK	10 Jan.1926 wrecked on Florida Reef, Florida.
NAPOLEON BOUGHTON		KGCF	Lost with a salt cargo 1899; 31 October foundered at sea.
NEPHERTON (p.58)		LTMH	4 August 1920 lost by fire in 50 N, 8-30 W.
NIMBUS		KHGF	15 Dec.1907 foundered in 33-15 N, 74-50 W.
NISSEQUOGUE		LHCK	Rn JEAN about 1923; 21 Jan 1928 sunk by ss CITY OF GLASGOW.
NORTHLAND		KVQT	Engine removed 1910. 12 Aug.1921 foundered off Rio, Braz.
O. H. BROWN		KGPF	Sold alien, 1919.
ORLANDO V. WOOTTEN		KRTP	Wrecked off Barnegat, N.J., 8 April 1922.
ORLEANS		KTPN	Sold to Canadian owners, April 1932.
PAT HARRISON		LRBT	June 1927 rn ALICE VERZONE; 18 Oct.1928 lost at Grt.Inagua.
PAUL E. THURLOW		IMQJ	Made barge April 1931; out of documentation Oct.1944.
PENDLETON BROTHERS		KPLC	Lost [illegible] 1902 at sea.
PENDLETON BROTHERS		KSQW	17 March 1913 lost on Tortugas Reefs, Florida.
PENDLETON SISTERS		KVQC	March 1915 rn ROSTELLAN. 18 Feb.1920 foundered in 38-48 N, 57-01 W.
PERCY BIRDSALL		KHDS	27 April 1917 submarined in Bay of Biscay.
PERCY R. PYNE 2D		LGPM	Auxiliary from 1917 to 1920. Aug.1923 rn CORNELIUS H. CALLAGHAN. 10 Jan.1924 wrecked on St Andrews Bar, Fla.
PERRY SETZER		KRTP	10 Dec.1924 abandoned at sea; 1 life lost.
PHOEBE CROSBY		MGTR	10 Oct.1921 lost on SE jetty, Georgetown, S.C.
POCAHONTAS		KJBC	13 Jan.1890 lost on Block Island.
PRISCILLA L. RAY		LJRM	Ex [illegible] L. PECKHAM; 16 Feb.1920 lost near Key West, Fla.
PURNELL T. WHITE		LJCH	1934 towed dismasted into Baltimore; hulk at Port Covington.
QUINNEBAUG		KSHF	Missing since 2 Nov.1904, Savannah to New York with piling.
R. F. PETTIGREW		KGWQ	Lost late in 1902; 10 November, at sea.
R. P. PENDLETON		KDLR	Ex CASSIE F. BRONSON; see p. 119.
R. R. GOVIN		LSTM	1935 sold British; 28 Oct.1939 wrecked St. Anthony, NFL.
R. W. HOPKINS		KMNS	Missing since 13 March 1918, Philadelphia to San Juan, P.R.
R. AND T. HARGRAVES		KLCS	Sunk in collision 19 Feb.1903.
RACHEL W. STEVENS		KNQP	2 Dec.1924 foundered off Cape Hatteras.
RASSAPEAGE		LEBP	1 May 1926 burned in Nipe Bay, Cuba. Engine removed 1925.
REINE MARIE STEWART	(p.57)		Ex 4m.bktn. 1938 sold to Canada and refitted as 4m.sch. 2 June 1942 sunk by Ital.sub.near Equator.

(to be continued)

SAILING SHIPS BUILT IN THE NETHERLANDS SINCE 1860

We take great pleasure in commencing in this issue of LOG CHIPS a list of sailing ships built in the Netherlands since 1860, based on a compilation made especially for us by Mr. G. Knijpenga of Overveen, Netherlands. He has drawn for sources principally on the annual "Neerlandsch Vloot en Rederijen" of Sweys, in the Netherlands Shipping Museum at Amsterdam. This standard shipping list is virtually unobtainable outside Holland. Through Mr. Knijpenga's work we can for the first time bring to English-speaking students of sail an idea of the magnitude of shipbuilding in the Netherlands.

Other sources that we have consulted include Oderwald, "Nederlandsche Snelzeilers" (1940); Teenstra, "De Clippers" (1946); and Blusse van Oud-Alblas, "De Geschiedenis van het Clipperschip" (1949).

The list has been arranged in inverse chronological order, and alphabetically under each year. (Many Dutch vessels seem to have been a long time on the stocks, so that in some cases there is uncertainty about the exact year of building.) Tonnages are followed by g, n, or o, for "gross", "net", or "old measurement." Wooden shipbuilding lasted longer in the Netherlands than in Britain, and all vessels are believed to be wooden unless otherwise designated. Likewise, the composite fashion (wood planking over iron keelson, beams, and frames) was popular after its use was abandoned elsewhere, and finally evolved into a system of copper-sheathed wooden planking over an iron-plated bottom. A photograph of SMEROE and SLAMAT, p.164 of Teenstra, strongly suggests that these two, at least, which are recorded in the register books as oak-planked over an iron frame, had iron-plated topsides above the load-waterline. We designate them as "Comp" in the following list, while sheathed hulls are indicated as "Ir-Sh". A few cases of wooden hulls with iron beams or keelsons will be noted as "Wd-IB" or "W-IBK."

Although a large proportion of the coasters of Northern Europe in the period from 1900 until after World War I were steel auxiliaries built in the Netherlands, we have found only one, TJERK HIDDES, built at Foxhol, large enough to be worthy of inclusion in the following list.

Other building places and home ports are abbreviated thus:

Al: Alblasserdam	El: Elshout	Mh: Martinshoek	Mi: Middelburg
Am: Amsterdam	Ka: Katindrecht	Ni: Nieuwendam	St: Stormpolder
Bo: Bolnes	Ki: Kinderdijk	Ro: Rotterdam	
Ch: Charlois	Kr: Krimpen a/d Lek	Sc: Schiedam	
Do: Dordrecht	Ma: Maassluis	Sl: Slikkerveer	

NAME / LATER NAMES	Hull	Rig	Tons	Builders, and place / Year given	First owners / Owner given by
				1919	
TJERK HIDDES	Aux. Steel	4mSch	488g	J. Smit & Zoon, Foxhol.	Ned.Handel & Vr.My, Ro.
SEEBER				1922	M/S Ges. Hansa, Hamburg
ERNA GAULKE				1929	E.C.J.Gaulke, Hamburg
IZARRA				1930	Arm. Francais & Coloniaux, St.Malo
				1905	
DIONE	Steel	Ship	2103g	Rijkee & Co., Ro.	Wachsmuth & Krogmann, Hmbg.
PELIKAN				1912	Reederei F. Laeisz GmbH, Hamburg
BELLCO				1930	James Bell, Hull
				1904	
GEERTRUIDA GERARDA	Stl	4m.Bk	2507g	J. & K. Smit, Kr.	P. van der Hoog
OLYMPIA				1910	Rhederi A/G von 1896, Hamburg
VOORBURG	Steel	Bktn	334g	Gebr.J.& G.Verstockt, Mh.	
ALEXA				Hattrick, Wellington, N.Z.	

1898

EUROPA	Steel Ship	1991g	Huygens & Van Gelder, Am.	W.A.Huygens, Am.
LOTOS	1909	J.A.Henschien, Lillesand		
ASRA	1916	Thv.B. Heistein & Sons, Kristiansand		

1897

NICOLAAS WITSEN	Steel Ship	1636g	F.F.Groen, Am.	Builders
BLANKENESE		Eugene Cellier, Hamburg		

1895

VONDEL	Steel Ship	1562n	F.F.Groen, Am.	Builders

1894

HUGO MOLENAAR	Steel Bark	1735n	J. Smit Jzn., Al.	Zeilv.My "Neptunus"
NEDERLAND	Steel Ship	2031g	Huygens & Van Gelder, Am.	W.A.Huygens, Am.
FIDES	1910	Skibs A/S Fides (Thomas Berg), Stavanger		
VIGØR	1917	A/S Vigør (Mathias Hansen), Kristiansand		
ZWIJGER	Steel Bktn	351g	J. & K. Smit, Kr.	Ned. Scheepvaart My, Am.

1893

COLUMBUS	Steel Bark	1312n	F. Groen, Am.	Zeilv.My "Neptunus"

1892

ADRIANA	Steel Ship	1470n	J.Smit Czn., Al.	J.U.Smit
AMSTERDAM	Steel Bark	1139g	W.& A. Huygens, Am.	Builders
SIRDAL	1918	A/S Kristiansand (S.O.Stray), Kristiansand		
ALICE MICHELINE	1923	Dubosc de Jong & Cie, Havre		
PIERO		(Italy)		
JEANETTE FRANCOISE	Stl 4mBk	2281n	J. & K. Smit, Kr.	P. van der Hoog, Kr.
CARL		C. Krabbenhöft & Bock, Hamburg		
SOUVENIR	1922	O. Kverndal & Co., Tvedestrand		

1891

BURGOMEESTER JONKHEER COENEN				
	Steel Bark	1488g	Rijkee & Co., Ka.	Zeilv.My "Neptunus"
ANNIE				
ANNIE II		A/S Annie II (Lars Knutsen), Arendal		
DE RUYTER	Steel Ship	1761g	Huygens & Van Gelder, Am.	Ned. Scheepv.My, Am.
EVERTSEN	Steel Bark	1468g	Rijkee & Co., Ro.(Ka.)	" " "
TELLUS	1897	Wachsmuth & Krogmann, Hamburg		
JOHANNA	Steel Ship	1766n	J. Smit Czn, Al.	Builders
MARTINA JOHANNA	Steel Bark	1486g	J. & K. Smit, Kr.	P. van der Hoog., Kr.
SEMPER SPERA	Steel Bark	1269n	F. Groen, Am.	Zeilv.My "Neptunus"
TROMP	Steel Ship	1755g	L. Smit & Zoon, Ki.	Ned.Scheepv.My, Am.
TRIO	1909	C. Resch & Co., Tvedestrand		
VAN GALEN	Steel Bark	1378n	J.F.Meursing, Am	Ned. Scheepv.My, Am.
THALASSA	1897	Wachsmuth & Krogmann, Hamburg		

1890

GEERTRUIDA GERARDA	Stl Bark	1364n	J.& K.Smit, Kr.	P.van der Hoog, Kr.
JOHANNA	Steel Ship	1164n	Rijkee & Co., Ka.	J. Vroege

1889

NIL DESPERANDUM	Steel Bark	1284g	F. Groen, Am.	A. Hendrichs & Co., Am.

1888

OOSTENBURG	Iron Bark	1050g	Huygens & v.Gelder, Am.	W.A.Huygens, Am.
SYVSTJERNE	1898	Herman Jacobsen, Sarpsborg.		
ST. JOSEPH	1903	(Italian)		

1887

WILLEM CHRISTIAAN	Iron	Bark	396n	Bouwmeester, Borsius v.d.Leye, Mi.	Builders

1886

ANNA ALETDA	Iron	Bark	1100n	J. & K. Smit, Kr.	P. van der Hoog, Kr.
CONCORDIA	Iron	Bark	1047g	Huygens & Van Gelder, Am.	W.A.Huygens, Am.

1885

AMICITIA	Iron	Bark	1153g	Rijkee & Co., Ch.or Ka.	P.van der Hoog
GEZUSTERS VAN HAAFTEN	Ir.Bark		967n	J. von Lindern, Am.	Von Lindern & Van Vessem, Ro.
KRIMPEN-AAN-DE-LEK	Iron	Bark	1117g	J.& K.Smit, Kr.	Builders
MARIE & JULIE	Iron	Bark	414g	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders
NICOLAAS BEETS	Ir-Sh	Bark	984g	Huygens & Van Gelder, Am.	Builders
SENIOR	Iron	Bark	1128g	Rijkee & Co., Ka or Ch.	J. Vroege
THORBECKE VII	Comp	Bark	928n	A.H.Meursing, Am or Ni.	Builders
PIETA		1894	V.Lubrano di Vivaria, Naples		

1884

F.H.VON LINDERN	Iron	Bark	985n	C.& J.von Lindern, Am.	F.H.von Lindern
NACHTEGAAL	Comp	Bark	1015n	J.F.Meursing, Am.	Builder
NAUTILA		1897	(Netherlands Indies)		
THORBECKE VI	Comp	Bark	911n	A.H.Meursing, Am or Ni.	Builder
JABEZ		1892			

1883

CATHARINA	Ir-Sh	Bark	1012n	Huygens & van Gelder, Am.	J. Verth
SOLGLIMT		1916	A/S Glimt (Jacobsen & Thom), Fredrikstad		
LOTOS	Iron	Bark	Bothof & Gravenstein, Sl.		Konig & v.Delden, Ro.
(lengthened 1887: tonnage increased from 958n to 1213n; conv.to ship rig)					
THORBECKE V	Comp	Bark	793n	A.H.Meursing, Ni or Am.	Builder
TJERKMAI	Comp	Bark	1013n	J.F.Meursing, Am.	A. Hendrichs & Co., Am.

1882

PRINSES WILHELMINA			400n	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders

1880

BAARN	Comp.	Bark	1028g	W.H.Meursing, Am.	Builder
LYRA		1897	(Norway)		

1879

GRAAFSTROOM	Wood	Ship	1359n	J.Smit Czn., Al.	Builder
INSULINDE	Wood	Ship	1326n	F.H. von Lindern, Al.	Builder
JACOBUS JOHANNES		Bark	379n	Bouwmeester, Borsius & v.d.Leye, Mi.	Builders
NOACH VI	Comp	Ship	1334n	A. Smit, Sl.	Fop Smit, Ro.
THORBECKE IV	Wood	Bark	917n	A.H.Meursing, Am.	Builder
PARATA		1895	R. Razetto, Genoa		

1878

BURGEMEESTER SCHORER	Wd	Ship	1236n	Van Zeylen & Deckers, Mi.	F.H.van Leeuwen, Mi.
SMERCE	Comp	Bark	940n	A.H.Meursing, Am.	Builder
THORBECKE III		Bark	915n	A.H.Meursing, Am.or Ni.	Builder

1877

A.H.VAN TIENHOVEN	Comp	Ship	1333n	F.H.von Lindern, Al.	Builder
KERSBERGEN	Ir-Sh	Bark	1100o	W.H.Meursing, Am	Builder
CHRISTIANE		1893	P. Viborg, Drammen		
NOACH V		Ship	1263n	A. Smit, Sl.	Fop Smit, Jr.

1876

BATAVIER	Iron	Ship	1616n	L. Smit & Zn., Ki.	Builders
DELIANE	Comp	Ship	1270n	F.H.von Lindern, Al.	J. Veth, Al.
GROEN VAN PRINSTEREN		Bark	926o	H.J.Bonn, Ch.	Voorhoeve & Jelier
SLAMAT	Comp	Bark	1007o	W.H.Meursing, Am.	A. Hendrichs & Co., Am.
THORBECKE II		Bark	899n	Meursing & Huygens, Ni or Am.	A.H.Meursing

1875

AMERIKA		Brig	270o	Gebr. Visser, Ro.	Builders
ANNA ELISABETH	Iron	Bark	850o	W.H.Meursing, Am.	Builder
ARIE & WILLEMINA CORNELIA (sometimes listed as A.& W.C.)					
	Comp	Ship	1149n	F.H.von Lindern, Al.	Veth & de Ronde
BIMA		Bark	411o	C. Gips & Zonen, Sc.	Boncke & Co., Ro.
GEBR. SMIT		Ship	1554o	J. Smit Czn., Al.	Builder
JAN VAN HAAFTEN	Comp	Ship	1326n	F.H.von Lindern, Al.	Builder
NOACH IV	Comp	Ship	1273n	A.Smit, Sl.	Fop Smit Jr., Ro.
THORBECKE		Bark	962o	A.H.Meursing, Am.	Builder

1874

ALBLASSERDAM	Comp	Ship	1441o	F.H.von Lindern, Al.	Builder
AMSTEL	Comp	Ship	1550o	Meursing & Huygens, Am.	van Eeghen & Co., Am.
PARENDINE OSIRIA					
CHIN PU		1918	Pacific & Oriental Shipping Co., San Francisco		
MARY	Comp	Ship	1254n	J.Smit Czn., Al.	E.Suermondt & Zn., Ro.
THORBECKE	Wood	Bark	826n	W. & A.H.Meursing, Ni.	W.H.Meursing, Am.
SINDORO		1875			

1873

AMSTERDAM	Comp	Ship	1420o	Meursing & Huygens, Am.	Van Eeghen & Co.

1872

INDUSTRIE	Iron	Ship	1594n	L. Smit & Zn., Ki.	Builders
LIBERAAL	W-IBK	Ship	1742n	J. Smit, Sl.	Builder

1871

KOSMOPOLIET III	Comp	Ship	1385n	C.Gips & Zonen, Do.	Gebr.Blusse, Do.
SALATIGA	Wood	Ship	1101n	Gebr.Pot, Ro or Bo.	Van Charante & Co., Ro.
ZES GEZUSTERS		Ship	1445o	F.H.von Lindern, Al.	Builder

1870

ANNA ELISABETH	Comp	Bark	850o	W.& A.H.Meursing, Am.	Builders
MERAPI		1874			
GYSBERTUS HERMANUS		Ship	1141o	G.Uitdenboogaard, Ma.	Builder
JACATRA		Brig	836o	Gebr.Visser, Ro.	Builders
JOHANNA	Comp	Ship	1379n	J.Smit Czn., Al.	Builder
NOORDZEEKANAAL		Bark	830o	W. & A. Meursing, Am	Builders
OTTOLINA	Comp	Ship	1250n	L.Smit & Zn., Ki.	Builders

1869

DORDRECHT II		Ship	756o	C. Gips & Zonen, Do.	G.van Hoogstraten & Zn.
SOPHIA		1885			
HENRIETTE ADRINA	Comp	Ship	1264n	J. Smit Czn., Al.	E.Suermondt & Co., Ro.
JOHANNA MARGARETHA	Comp	Ship	1140o	Rijkee & Co., Ka or Ch.	J.Vroege, Al.
KIM SIN		H.Brig	285o	C.Gips & Zonen, Do.	Japanese owner.
MARIT	Comp	Ship	1154o	Meursing & Huygens, Am.	Rutgers & Hissink, Am.
NOACH III	Comp	Ship	1091n	J.Smit, Sl.	Fop Smit Jr., Ro.
GUDVANG		1890	(Norway)		
VOORLICHTER	Comp	Ship	1662n	Jan Smit, Sl.	Builder

(to be continued)

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER ONE 1 AUGUST 1950

CAPE HATTERAS FROM LANDWARD

With John Shedd of Model Shipways, we left Washington on a Saturday morning in May, and drove down through Southern Maryland and Tidewater Virginia. At West Point was the old three-stacked side-wheeler POTOMAC (ex ALBANY of 1880), her superstructure being ripped out in order to make use of her iron hull as a pulp barge.

At the Mariners' Museum we were received by John Lochhead, Harold Sniffen, and Bob Burgess, and found the Washington Ship Model Society in full possession. We next paid a quick call on Alec Brown, who is no longer connected with the Museum, and then shoved on to the southward.

In passing, it comes as something of a disappointment to note that in spite of the caliber of the men on the staff of the Museum and the unequalled sources of material available to them, so little attention is paid officially to research and publication. Except for a couple of reprints from "American Neptune" and such journals, practically nothing has been added to the Museum's list of publications since Pearl Harbor. The Mariners' Museum is reputed to be a richly endowed organization, and it is indeed unfortunate that it has been allowed to slide down to a level of semi-literacy.

We had saved an hour in going from Daylight Time to Standard Time, so we crossed Dismal Swamp and reached Elizabeth City with the evening still young. Here we dropped in on Albert W. Smith, who as a consulting engineer and shipbuilder has a broad acquaintance with the coastal region of Carolina. He gave us some pointers on what to see, and made a reservation for us at the hotel at Manteo. We pushed on to that historic city (near the first English settlement in North America) for the night, passing at Kill Devil Hill the spectacular monument commemorating the Wright Brothers first flight.

We spent the next morning beachcombing a couple of miles south of Nags Head. We missed seeing the Nags Head cottage which is decorated with name boards and carvings taken from local wrecks, but we found plenty of wreckage on the beach. Most of this material was oak or pine, with some chestnut, iron-fastened, and it probably all came from wrecks occurring since 1920 of coasting vessels built since 1870. There is plenty of fresh water in the sands, and termites and dry rot are active, so it is indeed unlikely that any 18th Century material will turn up these days.

There are two ways to get from Nags Head to Hatteras by land. One can drive down the seaward side of the banks at low water, and risk sand-blast and salt spray damage to the car, or one can take the bus and risk a good shaking. At 2:30 PM that afternoon we took the bus at Manteo. It bravely shoves off into twin ruts among the sand dunes after most of the air has been let out of the tires to increase the flotation.

We crossed Oregon Inlet in the free ferry BARCELONA, and then entered a vast preserve populated only by Canada geese and Coast Guard stations. New Inlet, although still shown on most maps and charts, no longer exists, and we ignored the state-built causeway to drive across on dry sand.

Bits of wreckage showed up everywhere, but the only real wrecks were two LST's beached at Rodanthe, surplus vessels that broke away from a tow a year or so ago. The last 20 miles of road has pavement, south of Avon, and the tires were inflated to highway pressure again. This part of the bank has several villages, hills, pine forests, and even a lake. We passed Hatteras Light, recently relit after years of abandonment in anticipation of its being

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engulfed by the sea, and got to the hotel at Hatteras town just in time for an excellent dinner of fried bluefish.

Returning the next morning, we found a stiff northeaster blowing. Loose sand drifted into the ruts, and twice all male passengers had to fall out and bear a hand in pushing the bus. The little BARCELONA made a wet crossing of Oregon Inlet, but fortunately there is no fetch here to let the sea build up, and we reached Manteo again in time for a late lunch.

By daylight this time, we crossed Currituck Sound on the causeway, and rolled north through potato fields until the sudden deterioration in the quality of the highway signalled that we had crossed back into Virginia again. Near a fertilizer plant in Norfolk harbor we found the hulk of the four-masted schooner CHARLES H.MacDOWELL, which has been there for at least 17 years, but cannot last much longer.

Just south of Tappahannock (on the Rappahannock), the highway dips to cross the Piscataway. Here by the bridge are two hulks, one identified as the BERTHA of Weems, the other, farther away, as the schooner MILLIE FRANK, "built up North" (Port Jefferson, N.Y., 1870). We reached Washington again before midnight.

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'RUDDER' SCHOONER ARTICLES REPRINTED

In November and December 1949, 'Rudder' printed an account of a passage from Norfolk to Portland, Maine, by Frederick Sturgis Laurence in 1897 in the four-masted schooner SARAH C. ROPES, Capt.Wm.R. Kreger.

Considering this narrative -- one of very few accounts of voyaging in the big coal schooners -- worth preserving in more permanent form, Charles S. Morgan of Boston has brought out a planographed reprint, to which has been added a brief account of the return voyage in the ALICIA B. CROSBY, Capt.G.W.Bunker. A couple of pen drawings by Andrew Nesdall have been added to the 'Rudder' illustrations by Allen Bechel, and also a portrait of SARAH C. ROPES by Stubbs and photos of Capt.Kreger and the author. There is a foreword by Capt.Kreger's son, Henry F.L.Kreger.

A 43-page booklet, "Coasting Passage" was issued in a limited edition. Copies are obtainable for 50¢ from C.S.Morgan, 81 Walnut Street, Arlington 74, Mass.

THE PORTUGUESE GRAND BANKERS

Thirty-two Portuguese sailing ships took part in the 1950 campaign on the Grand Banks and in Davis Straits. They sailed from Lisbon toward the end of March and during the first week in April. Because of the poor bait situation in Portugal, many of them baited at St. John's, NFL, for the Grand Banks campaign, and at North Sydney, C.B., before moving up to Greenland waters.

They included the four-masted schooners ARGUS, CREOULA, SANTA MARIA MANUELLA, JOSE ALBERTO (ex-CAROLINE, said to have been built at Marstal originally as a schoolship, and certainly looking as if this might well be true) -- this quartette is steel -- MILENA (ex BURKELAND, the only one built in USA: she is a product of Milton, Fla., yards in 1918), BRITES, NOVOS MARES, GROENLANDIA, SENHORA DA SAUDE, AVIZ, ADELIA MARIA, CONDESTAVEL, COIMBRA, VIRIATO (all wooden); the barkentine GAZELA PRIMEIRO; and the wooden three-masted schooners ANA MARIA, ANA PRIMEIRO, ANTONIO RIBAU, CRUZ DE MALTA, DOM DENIZ, HORTENSE, INFANTE DE SAGRES, LABRADOR, LOUSADO, MARIA DAS FLORES, MARIA FREDERICO, OLIVEIRENSE, PACOS DE BRANDAO, RIO CAIMA, RIO LIMA, SAN JACINTO, and SANTA IZABEL.

The GAZELA PRIMEIRO is probably the last barkentine sailing commercially in the European world, certainly the last operating in the North Atlantic. There might be an odd Italian or Greek still left in the Mediterranean, and some of the Indian traders in the Bay of Bengal carry a kind of barkentine rig.

In addition to the 32 vessels still operated, five old wooden three-masted Banking schooners are laid up in various Portuguese ports, mainly Lisbon and Gafanha, near Aveiro. These include the JULIA I, ILHAVENSE, TROMBETAS, and NEPTUNO II. Last year's casualties were the wooden three-masters JULIA IV and NAVEGANTE II. The former schooner LUZITANIA III was reconstructed as a motor vessel and is now named TERRA NOVA.

--ALAN VILLIERS

(Some of the above are identified on p.62 and p.92 of LOG CHIPS, vol.1. GAZELA PRIMEIRO was built at Setubal in 1901 as GAZELA. Portuguese law requires a name change when an engine is installed.

See also Captain Villiers' article in the 'New York Times', 19 June 1950.)

DONALD McKAY'S SHIPS AND THEIR OWNERS

It is just a century since Donald Mc Kay began building his first clipper ship in East Boston. His grandson, Richard C.McKay, has given a full account of the McKay shipbuilding activities in "Some Famous Sailing Ships" (Putnam's, 1931), and there are some additional details in the introduction to Series 2 of Robinson & Dow's "Sailing Ships of New England" (Salem, 1924), including material about Mc Kay's bankruptcy in 1856.

George Francis Train's autobiography, however, gives rather a different picture of the financing of some of McKay's products in the '50's, and in view of these contradictions, and also of the conflicting opinions as to whether loss of the GREAT REPUBLIC was a financial blow to McKay, we have looked up the Boston registers in the National Archives to obtain the names of all the part owners.

We started with STAFFORDSHIRE, registered 6 Dec.1850, and owned by Train & Thayer until 1858.

Next, STAG HOUND, 20 Dec.1850: Sampson & Tappan 2/3 and Geo.B.Upton 1/3.

FLYING CLOUD, 26 Apr.1851: Moses H. Grinnell, Robert B. Minturn, and Henry Grinnell, New York.

STAFFORDSHIRE, 1 Aug.1851: Enoch Train and Frederick W. Thayer, co-partners.

NORTH AMERICA, 14 Oct.1851: Pliny Nickerson 5/8, Nehemiah P.Mann 3/16, Albert Dunbar (master) 1/8, Elisha Foster 1/16.

FLYING FISH, 5 Nov.1851: George M. Sampson and Lewis W. Tappan, co-partners.

SOVEREIGN OF THE SEAS, 19 June 1852: Donald McKay (all) until 17 June 1853.

WESTWARD HO, 15 Oct.1852: Geo.M.Sampson and Lewis W.Tappan.

BALD EAGLE, 22 Nov.1852: Geo.B.Upton.

EMPRESS OF THE SEA (sic), 28 Jan.1853: Henry R.Wilson 6/32, Wm.McKim 4/32, David C.Wilson 9/32, Thos.I.Wilson 6/32, Jas.G. Wilson 3/32, Haslett McKim 4/32. Baltimore.

STAR OF EMPIRE, 9 May 1853: Enoch Train and Frederick W.Thayer, Enoch Train & Co., ½; Donald McKay ¼, Andrew T.Hall 1/8, Albert H.Brown (master), 1/8, until 1855.

CHARIOT OF FAME, 3 June 1853: Enoch Train & Co.½, Benj.Bangs 7/16, Allen H. Knowles (master) 1/16.

GREAT REPUBLIC, 22 Nov.1853: Donald McKay (all).

ROMANCE OF THE SEAS, 9 Dec.1853: Geo. B.Upton 3/4, Jn.M.Forbes ¼.

LIGHTNING: 16 Feb.1854. Donald McKay (all). Surrendered Liverpool 16 Mar.1854.

CHAMPION OF THE SEAS, 24 May 1854: Donald McKay (all). Surr.Liverpool 30 Dec.

JAMES BAINES, 8 Sept.1854: Donald McKay (all). Surrendered Liverpool 29 Dec.1854

BLANCHE MOORE, 4 Dec.1854: Donald McKay (all). Surrendered Liverpool 10 Feb.1855.

SANTA CLAUS, 17 Oct.1854: Wm.A.Harris 5/8, Geo.B.Harris ¼, Bailey Foster (master)

BENIN, barque, 31 Oct.1854: Donald Mc Kay (all). Surr.Liverpool 16 Dec.1854.

COMMODORE PERRY, 10 Oct.1854: Donald Mc Kay (all). Surr.Liverpool 10 Feb.1855.

JAPAN, 9 Nov.1854: Donald McKay (all). Surrendered Liverpool 4 March 1855.

DONALD McKAY, 17 Feb.1855: Donald McKay (all). Surrendered abroad 3 Aug.1855.

The above listing covers all McKay's extreme clippers and the big ships he built for foreign owners. If we meet with any encouragement from readers, we will extend this list in both directions; but meanwhile some conclusions can be drawn from the data above.

In the first place, George Francis Train's boast that the SOVEREIGN OF THE SEAS was "entered in his name" is without foundation, unless he meant to convey that he was her loading agent. These records also show that the owners of the clippers did not participate in the custom of distributing shares of their vessels among masters, builders, and suppliers. There was money to be made with these big, fast ships, and the owners meant to keep it for themselves.

Probably for this reason, McKay built first the SOVEREIGN and next the GREAT REPUBLIC for his own account, selling the first just in time to finance the second. As to the loss of the REPUBLIC crippling McKay financially, the records show that while he did not thereafter keep a ship more than a few months on his own account, he was able to carry CHAMPION OF THE SEAS, JAMES BAINES, BLANCHE MOORE, BENIN, COMMODORE PERRY, and JAPAN simultaneously, apparently on contracts that did not call for full payment until all were delivered in Liverpool.

As a matter of fact, to lose a properly insured vessel loading cargo on her maiden voyage can be a fairly profitable operation. There can be little question of depreciation from first cost; the freight money can be insured; the value of stores can be recovered; and few stores have been consumed and practically no wages paid. The freight money is thus virtually clear profit, and the initial outlay on the vessel is refunded. The AUCHMOUNTAIN case ('Sea Breezes', v.21, p.198) is a good example.

THE SHIPBUILDERS OF COOS BAY:
K. KRUSE & BANKS.

Thanks to Mr. Victor C. West of North Bend, Oregon, we have some material on the ships built on Coos Bay, Oregon, which will be presented in the next issues of LOG CHIPS.

Coos Bay is a bar harbor in Southern Oregon, and its development has been much like that of Humboldt Bay, described in Volume 1 of LOG CHIPS. At Coos Bay the Port Orford cedar, a fragrant close-grained wood, takes the place of the redwood farther south as an important timber tree.

Entering Coos Bay from the sea, a ship heads first east, then northeast around North Point, then east again, and then southeast. North Bend is on the east side of North Point, and Marshfield (now Coos Bay) is farther south near the head of the bay.

A sawmill was established by A.M.Simpson of San Francisco at North Bend, and shipbuilding was carried on at the mill for many years. About 1898, K.V.Kruse came to North Bend and was associated with the Simpsons in building a vessel or two. In 1902, Kruse moved to Marshfield to build on his own account, his first vessel being the schooner ANNIE E. SMALE for San Francisco owners.

In 1906, Kruse took Robert Banks into partnership, the steam schooner CASCO probably being the first vessel built by Kruse & Banks, and in 1907 they moved to North Bend where there was more room, the Simpson interests having given up shipbuilding by that time. From 1907 until 1945 (when the yard was closed down and dismantled), Kruse & Banks and the corporation that they later formed built 62 vessels and 40 or 50 barges. Between the two World Wars, the firm had little new construction, but it built and rented barges, and did some repair work.

A complete list of vessels follows:

K.V.Kruse, Marshfield

1903

ANNIE E. SMALE	845 gross tons	4m.sch.

1904

HUGH HOGAN	392	3m.schooner

1905

OAKLAND	146	2m.gas schooner

1906

WASHCALORE	315	2m.gas schooner

Kruse & Banks, Marshfield

CASCO	569	Steam schooner

1907

E.P.RIPLEY	170	Sta.Fe RR screw tug
F.S.LOOP	794	Steam schooner
R.D.INMAN	717	Steam schooner

Kruse & Banks, North Bend

BANDON	642	Steam schooner

1908

FAIRHAVEN	751	Steam schooner
WILHELMINA	95	2m.gas schooner
FIFIELD	634	Steam schooner

1909

POWERS	212	Stern-wheel steam tug
BARGE No.2	924	W.P.RR barge
OSHKOSH	145	Gas freighter, Ore.coast

1911

A.M.SIMPSON	774	Steam schooner
OWL	47	Gas freighter, Bolinas.
PATSY	155	Gas freighter, Ore.coast
RUSTLER	39	Gas freighter, Ore.coast
TILLAMOOK	281	Gas freighter, Ore.coast

1912

DAVENPORT	911	Steam schooner
FAY No.4	179	Gas stern-wheel, Sacr.R.
MIRENE	46	Gas freighter, Ore.coast
SPEEDWELL	914	Steam schooner

1913

AKUTAN	167	Steam cannery tender
SAN RAMON	993	Steam schooner
FREDERICK	369	Lumber barge
LAURENCE	370	Lumber barge
WILMINGTON	990	Steam schooner

1914

ROAMER	55	Gas freighter, Ore.coast

1916

STANWOOD	1129	Steam schooner
PORT ANGELES	1358	Steam schooner

1917

FLORENCE OLSON	1185	Steam schooner
FRED BAXTER	1294	Steam schooner
HORACE X.BAXTER	1293	Steam schooner
C. A. SMITH	1878	Steam schooner
JOHANNA SMITH	1844	Steam schooner: turbines
NORTH BEND	3009	U.S.Shipping Bd.steamer

1918

BALADAN	3004	U.S.Shipp.Bd.steamer
COCONINO	3013	U.S.Shipp.Bd.steamer
FORT LOGAN	2534	U.S.Shipp.Bd.steamer
FORT LEAVENWORTH	2532	" "
KICKAPOO	3002	" "
QUIDNIC	3004	" "

1919

FORT LARAMIE	2240	6m.bktn (ex steamer hull)
FORT LEWIS	2132	Steamer hull

1920

ANNE HANIFY	1343	Steam schooner
K.V.KRUSE	1728	5m.schooner
PACIFIC	1240	Steam schooner
RYDER HANIFY	1343	Steam schooner

	1921	
NORTH BEND	981	4m.schooner
ROOSEVELT	197	Stm.side-wheel ferry
	1923	
JUNO No.3	26	Diesel tug
	1925	
ARROW No.3	33	Diesel tug
	1926	
BRANT (diesel)	166	Fisheries patrol boat
VULCAN	14	Diesel tug
	1927	
TEAL (gas)	91	Fisheries patrol boat
	1928	
COOS BAY	17	Diesel tug
	1936	
SEA GIANT	125	Diesel purse-seiner
	1937	
THREE STAR	126	Diesel purse-seiner
	1939	
MINEO	102	Diesel purse-seiner
AURORA	18	Gas yacht
	1942	
YMS 121	(about 250)	USN motor mine-sweeper
YMS 122	"	" (136-ft)
YMS 123	"	"
YMS 124	"	"
	1943	
YMS 265	"	"
YMS 266	"	"
YMS 267	"	"
YMS 268	"	"
	1944	
ATR 80	(about 680)	USN steam tug
ATR 81	"	"(1315 tons displ.)
ATR 87	"	"
ATR 88	"	"
ATR 89	"	"

The WPA volume of Marshfield registers and enrollments (LC p.78), lists most of these craft, and from it we learn that K.V.Kruse owned the OAKLAND and WASHCALORE. The former was sold to the Alaska SS Co., and the latter was wrecked at C. Sebastian, Ore., in May 1911.

Robert Banks wrote us several years ago that the firm had built 10 wooden freighters for the Emergency Fleet Corporation during World War I. Nine of these are recognizable in the above list, and we strongly suspect that the schooner K.V.KRUSE represents the 10th. She had dimensions of 242 x 46 x 19.6 ft., compared to the Ferris steamers' 266 x 46 x 24, and it appears as though a steamer hull in frame had been finished off with 24 feet left out. Kruse & Banks owned 127/225 of this vessel, and the rest was widely held. They also owned 130/135 of the NORTH BEND, and 59.2592% of the PACIFIC, the Pacific Marine Iron Works of Portland, who supplied the engines, owning the rest.

MARITIME HISTORY AT THE CORCORAN

The Corcoran Art Gallery is around the corner in Washington from the national headquarters of the Red Cross, and we dropped in there last Friday after giving a pint of blood for the troops in Korea.

On the second floor of the Corcoran is a display entited "American Processional 1492-1900", in which the history of America during those years is told in a display of prints and paintings gathered from a long list of lenders. It is scheduled to be there until 17 December 1950, but for the benefit of readers who will not be able to visit Washington we have noted some of the maritime highlights.

Flanking the stairs are two undated ship figureheads, CERES and another unidentified, which give promise of more marine material to come, and more there is in abundance. The colonial period is represented by the Massachusetts Historical Society's fine painting of the letter-of-marque BETHEL of Boston (c.1748); a drawing of the Hudson Bay Company fleet leaving Gravesend in 1769 by John Hood; a painting of Philadelphia in 1720 by Peter Cooper; and a Fourdrinier print of Savannah in 1734, which has a recognizable schooner in the foreground.

Among the Revolutionary War items are an engaging H.Gilder water color of the Lake Champlain engagement of 11 Oct.1776, loaned by H.M.George VI, which shows ketches, lateeners, a two-topsail schooner, and a full-rigged ship; a spirited scene of the British fleet forcing the Hudson at Fort Lee in 1776 by Serres; four P.Ozanne sepias of French naval activities, in one of which a jury-rigged warship sets two half-raffees above a square crossjack on her mizzen, the gaff spanker being brailed in.

The burning of Tripoli in 1804 is shown in M.Corne's painting from the Rhode Island Historical Society; and there are two drawings by George Davidson of Gray's COLUMBIA in the Northwest in 1791-1792.

For the War of 1812, there is Thomas Birch's CONSTITUTION and GUERRIERE. The period from then until the Civil War, the era of America's greatest maritime expansion, is correspondingly rich in marine items. Thomas Birch has painted the Fairmount Water Works in 1821 (Schuylkill River, Philadelphia) and included a steamboat that is neither a side-wheeler nor a stern-wheeler, but which has a paddlewheel right aft on each quarter. The opening of the Erie Canal in 1825 is commemorated with a marine pageant painted by A.Imbert; Jos.Walters has immortalized the arrival of the GREAT WESTERN at New York in 1838, and Buttersworth the sailing of the yacht AMER-

ICA for England from Boston in 1851; and there are several views of Perry in Japan, by both Americans and Japanese. An amusing item related to these last is a print of about 1861 giving a Japanese artist's idea of the interior of an American steamer.

Another steamboat item shows the BELLE CREOLE and MUSIC at New Orleans around 1850. Whaling is represented by the Peabody Museum of Salem's ship JULIAN and bark RICHARD, by B.F.West, about 1837. There are harbor scenes of Boston c.1829 (R.Salmon), Philadelphia c.1833 (Wm.Carr); Baltimore c.1840, Whampoa c.1845, and Canton c. 1847.

A fascinating oil, by J.Pringle, 1833, shows the Smith & Dimon shipyard in New York City. From the sawpit on the left where a two-man-powered treadmill handles the tackle for shifting large timbers, to the two big dogs watching a gang of men steaming planks on the left, it is filled with colorful detail.

For the Civil War, there are the burning of the HARVEY BIRCH by the NASHVILLE (1864: D.McFarland; loan from Peabody), a sketch of the Condederate submarine torpedo boat H.L.HUNTLEY by C.W.Chapman (1863), and an E.L.Henry oil of Union shipping at City Point (James River, Va.), in 1864 or 1865. J.W.Swift has depicted the KEARSARGE sinking the ALABAMA.

For the later period the only maritime items of note are the splicing of the Atlantic cable aboard the GREAT EASTERN in 1866 by R.Ludley, and a Currier & Ives lithograph of the Brooklyn Bridge, with a very anomalous vessel in the foreground: a single-topsail iron steam auxiliary full-rigged ship flying the Red Ensign.

The only model in the display is a schooner yacht labelled as a 19th Century U.S.Revenue Cutter; but it is obviously nothing of the sort.

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SAILING SHIP NEWS

ALMIRANTE SALDANHA, Braz.aux.4m.tr.sch. 15 April left Rio; due Barrow 4 June for extensive refit.

ARMORICAIN, Fr.aux.3m.sch. 5 May left Fayal for St.Pierre; put back 8th for repairs; sailed again 10 May 1950.

BADGER, Br.aux.m/v (ex 4m.sch DANEFOLK) Converting at Grimsby into shark fishing and factory ship, W.African coast.

C.A.THAYER, 3m.sch. Docked 6-7 March; loaded Leslie salt; scheduled to sail Paulsbo for Bering sea, 10 April.

C.S.HOLMES, barge (ex-4m.sch). May 1950 bought by Tahsis Co.Ltd.of Nootka Snd., B.C., for log barge. 3 June at Port Alberni.

Canadian barges. In addition to C.S.HOLMES and SOPHIE C., FOREST FRIEND, ISLAND STAR (ex-STAR OF ENGLAND), and LORD TEMPLETOWN are regularly carrying hog fuel from the Fraser River mills to the Port Townsend paper mill. RIVERSDALE, HOMEWARD BOUND (ex-STAR OF HOLLAND), and DRUMWALL were at Victoria in June 1950.

CARRICK, Br.hulk (ex CITY OF ADELAIDE). Being jury-rigged as a ship at Glasgow, for a museum.

CITY OF NEW YORK, Br.aux.3m.sch. 1 May arr. Kingston, Ja.

COMDT. LOUIS RICHARD, Fr.aux.bktn. Up for auction 4 July at St. Malo.

ERNESTINA, Port.2m.sch. 12 July arr Providence 39 d.from Fogo CVI; 11 pass.; no cargo. Refitting at Newport, R.I.

HISPANIOLA, Br.ship (ex 2m.sch.RYELANDS; rebuilt for Disney's 'Treasure Island') 28 May left Appledore, in tow RIFLEMAN; 1 June arr.Scarborough, where she is to become a museum.

JARRAMAS, Swed.tr.ship. To be decommissioned Malmö, Karlskrona, and Helsingborg bidding for her as a museum.

JOHN A., barge (ex-3m.sch). Reported scuttled as breakwater at a log refuge, mouth of Nisqually River, below Tacoma.

LA MERCED, m/v.(aux.4m.sch). Docked 9 June before annual trip to Alaska.

LISA, Swed 2m.sch. Built Denmark 1799 as HELENA, and claimed to be world's oldest vessel. Has been sold to scrappers.

MADALAN, aux.bgn. 28 July arr.Providence 18 d.from St.Vincent CVI; 38 pass.

ORMEN FRISKE, Swed.Viking ship replica. Lost with all hands on German coast after passing Kiel Canal for Rotterdam.

SALMON P.CHASE, USRCS tr.bk. Built Philadelphia 1878, decommissioned 1907; 1912 USPHS hulk at Fortress Monroe, Va.; sold 1930 for $10 for scrap; May 1930 sunk in Sunset Creek, off Hampton Creek, Va., by collisibn with a barge and subsequently blown up by Army Engineers. Robert H. Burgess of the Mariners' Museum has recently located what is left of her.

SOPHIE CHRISTENSON, barge (ex-4m.sch). 28 April left Paulsbo in tow for Nootka Sound, having been sold to Tahsis Co.

TJALFE, Dan.brig. Formerly clubhouse at Copenhagen; built 1853. Broken up at Elsinore last winter.

VIKING, Finn.4m.bk. 31 May left Antwerp in tow GANGES; 1 June arr. Rotterdam.

WILLIAM ASHBURNER, Br.aux.3m.sch. 1 Feb. 1950 ashore on voyage Swansea to Sharpness; floated but had to be beached again with damaged keel.

WILLIAM NOTTINGHAM, cable barge (ex-4m. sch). Scuttled as breakwater, mouth Nisqually River, with JOHN A.

WILLIAM TAYLOR, reefer barge (ex 4m.sch) Left Seattle for San Pedro in tow as SOUTHEASTERN; broke adrift; 12 July towed into Oakland by tug SEA PRINCE one week out, with 1 of crew dead. Was bound for Peru, where she is to serve the fishing industry.

(With thanks for the above to Gordon Jones, Capt.Joseph Johnson, John E.Burlinson, Bob Goddard, Giles Tod, Capt.Leighton Robinson and Postmaster Carl Axel Jakobsson.)

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TOOLE, G.H., "Son of old Bristol", Mast, pp.12-14, Feb.1950. Ill. Biography of Samuel Plimsoll.

(We are not covering current literature as fully as we would like, and we urge readers to submit items for the above.)

IRISH PENNANTS

TWO MORE CANADIAN FOUR-MASTED SCHOONERS

To the listing on page 58 add:

L.C.TOWER, 564 gross, built Port Greville, N.S., 1915 by G.M.Cochrane for his own ownership; lost by fire July 1915. Her dimensions were identical to those of ADA TOWER, built the next year by Cochrane.

M.P.CONNOLLY, 1368 gross, built St.Laurent, P.Q., 1917 by Quebec Shipbuilding & Repairing Co.Lim.for Carter, Wood Shipping Co.Lim., Quebec; wrecked August 1918.

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CROWLEY A SCHOONER, NOT A BARKENTINE

A letter to the Crowley Launch Co.of San Francisco brought the reply that the CROWLEY (LC pages 116-117) was a five-masted schooner with a single squaresail yard on the foremast. She was sold Brazilian in 1921, however, and is listed in Lloyd's Register until 1936 as the five-masted barkentine OLGA M. Does any reader have a photograph of her under that name?

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MARIAN WOODSIDE'S EXISTENCE CONFIRMED

On p.73 we reported that the MARIAN WOODSIDE of 1891 is not in Lloyd's Register for 1892. Whether we looked under the correct spelling is questionable, as she is certainly listed for several years in the American Bureau "Record", owned by W.J.Woodside & Co., Belfast.

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COUNTY OF LINLITHGOW NEVER FRIEDA

Dr.Jürgen Meyer has rightly called us to task for reporting (p.108) that COUNTY OF LINLITHGOW, later KATHERINE, was renamed FRIEDA. FRIEDA, of course, was a later name of COUNTY OF EDINBURGH. KATHERINE was renamed KATERINA in 1937 and kept that name until dropping from Lloyd's Register for 1946.

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NEW NATIONAL FLAG: OKINAWA AND RYUKYUS

As of 14 June 1950, DOG of the International Code (yellow, blue, yellow, horizontally) with a triangle cut from the fly has been approved for use of fishing and merchant vessels registered in the Ryukyus Islands. —H. O.Daily Memorandum

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COMPLETION OF FOUR-MASTED SCHOONER LIST

On pp.9 and 10 of this issue, we complete the alphabetical listing of thumbnail histories of four-masted schooners of the Atlantic Coast. We have developed a few corrections and additions, and urge readers knowing of any mistakes or additional data to send them along, to appear as a unit.

LIST OF NETHERLANDS-BUILT VESSELS

Mr.Knijpenga's list of Netherlands-built vessels is continued on pp.11 and 12 of this issue, extending the record back through the year 1860. The original tabulation sent us by Mr.Knijpenga extended only from 1860 through 1900, and in adding 20th Century craft, we overlooked four sisters of the VOORBURG, built in the same yard for the same owners.

They were named VOORSPOED (1900 or 1901) VOORZORG (1901), VOORLICHTER (1902), and VOORWAARTS (1903).

Jürgen Meyer, who sent us these names, also supplied two more name changes: SCHULAU ex VONTEL (1895), and ELLEN ex MARTINA JOHANNA (1891), both on p.144.

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MORE LISTS TO COME IN LOG CHIPS

We have on hand a list of sailing vessels built in Norway since 1860, contributed by Captain Petter Malmstein; a list of iron and steel sailing vessels built in Germany; lists of United Kingdom launchings for 1885 and earlier years; a list of three-masted schooners built in the U.S.A.; and a list, compiled by LCDR W.J.L.Parker, of three-masted schooners built in Canada.

We have several other lists promised, including one of square-riggers built in the USA since 1870. We would appreciate receiving suggestions from readers as to further possible lists, and whether there are any preferences among the subjects mentioned above.

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BOOKS

COMAN, Edwin T., and GIBBS, Helen M., "Time, Tide, and Timber -- a century of Pope & Talbot", xvi, 480 pp; 34 ill; 4 charts; index; Stanford University Press, 1949.

Pope & Talbot are a West Coast firm founded in 1849 by two lumbermen from Machias, Maine, who went out to San Francisco in the Gold Rush. They established lumber mills on Puget Sound, bought a fleet of vessels to haul their cut, and set up a vast marketing organization. In 1925 their descendants sold out to the C.R.McCormick Lumber Company; but in 1938 they foreclosed and took back control of their properties.

This history is full of good narrative of corporate doings, since a great many records of those associated with the firm in its early days have survived. It is a good first-hand source of information on many phases of West Coast industries: towing, shipping, logging, land dealing, and retail lumber marketing. An appendix lists all the vessels owned by various branches of the firm.

Unfortunately, the authors are strange to the sea, and a few boners have slipped by. Describing a vessel as "a bark rather than a square-rigger" is one; on another page the SNOW & BURGESS is credited with a 32-foot hog in her keel; and the term "staysail" is not in their vocabulary. But these are rather minor points; and we understand, moreover, that a new printing will soon appear and will contain extensive corrections. "Time, Tide, and Timber" is recommended to all interested in the maritime history of the Pacific coast.

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BIOGRAPHIES OF TWO CLIPPER CAPTAINS

COLMAN, Addie Cushing (Ed.), "Captain Moses Rich Colman, master mariner; Scituate, Massachusetts, 1807-1872; letters of a Yankee clipper ship captain", xiv, 119 pp; 24 pl; 6 ill; Dorchester, Mass., 1949.

"George Blunt Wendell, clipper ship master, 1831-1881", ix, 207 pp; 15 ill; Mystic, Marine Historical Association, 1949.

These two books share some interesting features. Captain Colman's best known command was the ASA ELDREDGE, whose fore lower topsail was emblazoned with the letters "A.E.", and which was sold to W. F. Weld & Co.; Captain Wendell commanded the GALATEA, which was owned by W.F.Weld & Co., and whose name was lettered on her fore topsail, below the close reef.

Mrs. Colman has carefully edited Capt. Colman's letters home, adding every scrap of collateral information about his ships and voyages that she has been able to unearth. The result is a faithful picture of the activities of a shipmaster in clipper ship times.

More information is available on Capt. Wendell, since a large collection of his papers and journals, as well as letters, has been preserved and is now available at the Marine Historical Association.

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WAUGH, Alec, "The Lipton story; a centennial biography", 277 pp; Doubleday & Co., Garden City, N.Y., 1950.

A readable biography of the famous America's Cup challenger, published in commemoration of the 100th anniversary of his birth.

THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (concluded from p.143)

RHODE ISLAND KDLR Ex CASSIE F. BRONSON: see p.119.
RICAMERON KHRJ Ex D.H.RIVERS: see p.127.
RICHARD T. GREEN LKMT Burned at Morgan, N.J., in 1927; no one aboard at the time.
ROB ROY KJBQ 20 Nov.1916 foundered 90 mi NE of Madeira; crew picked up.
ROBERT H. McCURDY KSRG 19 Dec.1920 foundered in 35-30 N, 73-15 W; crew picked up.
ROBERT H. STEVENSON KSLP 13 Jan.1906 lost with all hands but 1 on Diamond Shl., N.C.
ROBERT L. BEAN LVQF 17 Feb.1926 wrecked on Santa Rosa I., Florida.
ROBERT P. MURPHY KVDQ 20 Feb.1924 burned in Merrymeeting Bay, Maine.
ROSALIE HULL LKNF Register abandoned Dec.1929.
ROSE E. MURPHY KRHD Ex ANNIE: see p.118.
ROSEMARY KJMS 7 Nov.1930 lost by fire at Key West, Florida.
ROSTELLAN KVQC Ex PENDLETON SISTERS: see p.142.
RUTH MARTIN LVJQ June 1929 sold British or Canadian.
RUTH B. COBB KVCG 26 March 1919 wrecked at Barbuda, B.W.I.

S. A. SOUDER ex-KDWQ Ex BERTIE & MAUD: see p.118.
S. P. BLACKBURN KMSN 16 Jan.1913 foundered in 34-40 N, 70-35 W; crew picked up.
SAGAMORE KJLM 11 May 1907 sunk off E.Chop, Mass., by Norweg.ss EDDA.
SALISBURY KSTL Dec.1919 sold to Denmark. Later Finnish. Dec.1933 blown ashore when towline broke, towing to Kotka in ballast.
SALLIE C. MARVIL KRCF 20 July 1915 foundered off coast of Venezuela.
SALLY WOLN LJDQ 19 Sept.1930 wrecked; no details.
SALLY PERSIS NOYES LPCN Later CONSTELLATION: see p.119.
SAM C. MENGEL LHBD 400-hp steam engine removed in Oct.1917. 2 June 1918 torpedoed in 38-07 N, 73-46 W.
SAMUEL P. BOWERS KRWM French MONTE CRISTO early 1918; torpedoed July 1918.
SAMUEL W. HATHAWAY KSCF 26 Aug.1924 foundered off Cape Hatteras, N.C.
SAMUEL W. TILTON KHTN 17 Feb.1898 wrecked at Chicamacomico, N.C.
SARA E. TURNER LJWM Sold to Spanish owners in 1921.
SARAH C. HOPES KJVT 19 Jan.1904 wrecked on Wolf I.Shoals, Georgia.
SARAH E. PALMER KLVT 2 Oct.1898 lost with master and 7 men off Stone Inlet, S.C.
SARAH W. LAWRENCE KDLM 10 Feb.1909 wrecked on Hen & Chickens Shoal, Del.
SAVANNAH KRGS 27 Dec.1912 wrecked on Frying Pan Shoals, N.C.
SENATOR SULLIVAN KHJN Document surrendered 22 April 1902; vessel wrecked.
SEUTH DEHKN ex-LHMT Ex ELIZABETH BANDI; see p.127.
SHERWOOD LKST Oct.1925 became barge; burned at New Orleans 4 Aug.1926.
SIDNEY G. HUPPER KDVN Lost early in 1889.
SIR THOMAS J. LIPTON LPHM 11 Dec.1940 to British registry.
SPINDRIFT LWFB Register abandoned 1924.
SPRINGFIELD KQTP 8 April 1918 foundered in Gulf of Mexico.
STANLEY H. MINOR KSOJ Renamed ALICE L. PENDLETON 1910: see p.118.
STANLEY M. SHAMAN KWSV 5 Aug.1918 submarined in 34-59 N, 73-18 W by U-140.
STAR OF THE SEA KDWF Ex KATIE J. BARRETT. 26 Oct.1911 wrecked on Florida Reefs.
STELLA B. KAPLAN KVCF 18 Sept.1911 lost on Tail of the Shoe, Virginia.
STILLMAN F. KELLEY KVBJ 14 Dec.1909 lost on Salt Key Bank, Florida. Three-master.
SUSIE M. PLUMMER (p.16) 25 Dec.1909 found adrift off C.Flattery; 10 crew lost.

T. A. LAMBERT KDQG 28 Nov.1888 abandoned in 38-48 N, 72-05 W; 1 man lost.
T. N. BARNSDALL MBSW Ex HAROLD G. FOSS: see p.129.
TALOFA KGJF 2 Nov.1898 lost with 2 crew on Cozumel I., Yucatan, Mex.
TAMARCO KSFQ Ex HOPE SHERWOOD: see p.130.
TECUMSEH KHDM Lost with all 11 crew 2 March 1892, Fenwick I.Shls., Md.
THALLIUM KQCN 8 Aug.1901 lost in ice off Ivitgut, Greenland.
THE JOSEPHINE KJCP 3 April 1915 lost with 3 of crew off Kill Devil Hill, N.C.
THEOLINE (1st) KVCB Early 1918 sold French; rn MONTE BIANCO; later Italian.
THEOLINE (2nd) LHRJ Foundered near Panama 1942, but still documented.
THOMAS A. WARD KJSW 6 Dec.1907 burned and abandoned 180 mi S of C.Hatteras, N.C.

THOMAS S. DENNISON KQGW 3 Jan.1913 foundered 100 mi S of Pascagoula.
THREE MARYS KJWB 29 Sept.1920 foundered in 27-14 N, 87-35 W.
TIFTON KVCN 29 Jan.1926 lost with 2 of crew off Hillsboro Lt., Fla.
TOLINA LWNP 21 April 1931 lost at sea with all 8 on board.
TREMONT MCFV Later ISABELLA PARMENTER: see p.130.

VAN LEAR BLACK KGRN 18 Oct.1924 lost by fire at Nuevitas, Cuba.
VELMA L. HAMLIN LTQC 4 Sept.1935 sold by court order at Fort de France, Martin.
VERDUN (p.44) Lost by fire in April 1920.
VICTORIA S. LMGS Ex DAVID COHEN: see p.127.
VICTORY KWLC Later FLORENCE M. BELDING: see p.128.
VIKING KFQM 29 Jan.1913 wrecked on Guadeloupe, West Indies.
VILLE DE DIXMUDE MDGS Later GRACE N. PENDLETON: see p.129
VIRGINIA DARE LRGH 17 Jan.1930 wrecked at New London, Conn.
VIRGINIA PENDLETON LQRM 1 Nov.1927 foundered in 28-45 N, 76-30 W; 3 lives lost.

W. H. FREDSON (p.57) 4 May 1890 wrecked on Block I.
W. H. WOODIN LQMJ Later B.S.TAYLOR; renamed 1933: see p.118.
W. WALLACE WARD KFHS 2 Jan.1900 foundered while bound from Tampa to Carteret, NJ.
WALKER ARMINGTON JWTG Engine removed Aug.1897, Sept.1897 sunk in Hampton Rds., Va.
WELLINGTON LPGQ Renamed from ALEXANDER H. ERICKSON May 1923: see p.94.
WESLEY M. OLER KJFV 5 Dec.1902 lost with 10 crew off Hatteras Inlet. Had put into Nassau leaky, bound Orchilla to New York with guano; tug UNDERWRITER towing to New York.
WEYBOSSET HSQB Total loss 13 August 1890.
WILBERT S. BARTLETT LNDB 19 Dec.1925 wrecked at Jupiter, Florida.
WILLIAM JOHNSON KGWB Missing since 31 Jan.1898, Boston to Portland.
WILLIAM NEELEY KHDP Missing since 20 Dec.1908, Carteret NJ to Savannah; 8 crew.
WILLIAM TAYLOR LJDH 1939 made ice storage barge, Astoria, Ore; at Seattle 1950.
WILLIAM B. PALMER KMPN 29 Sept.1910 lost on Davis Shoal, Nantucket, Mass.
WILLIAM C. MAY LCKJ 21 June 1920 foundered in 37-24 N, 71-30 W.
WILLIAM C. TANNER KHGT Missing since 25 Jan.1909, Rockport, Mass., to Key West.
WILLIAM E. BOWEN JR. KTCS Sunk by Brit.ss ROKEBY 30 Nov.1910, 300 mi E of Bermuda.
WILLIAM E. BURNHAM LBHD 5 Nov.1927 foundered in 21-09 N, 84-40 W.
WILLIAM H. CLIFFORD KMJH 8 Sept.1917 submarined in 48-30 N, 12-20 W.
WM. H. HARRIMAN LVCW Scuttled at Los Angeles after collision with Rumanian ss PRAHOVA, Dec.1940.
WILLIAM H. YERKES KRDH 7 Feb.1915 wrecked on Frying Pan Shoals, N.C.
WILLIAM J. LERMOND KDCW 22 Dec.1908 abandoned off Currituck Beach, N.C. 1914 redocumented as barge. 5 Oct.1923 foundered at Lynnhaven, Va.
WILLIAM J. LIPSETT KLTH January 1901 lost on Winter Quarter Shoal, Virginia.
WILLIAM J. QUILLEN KTFW 13 March 1915 sunk by Norweg.ss LALY off C.Hatteras, N.C.
WILLIAM K. PARK KGPS 9 Oct.1911 abandoned in 45 N, 50 W.
WILLIAM L. WHITE JTSF Lost at sea, November 1882.
WILLIAM M. BIRD KCTP 30 Oct.1899 lost with 6 of 8 crew, bound Charleston, S.C. to New London, Conn., with lumber.
WILLIAM R. WILSON KWMH 13 Jan.1912 wrecked at Pickles Reef, Florida.
WILLIAM T. HART KBMG Document surrendered 11 Dec.1885: vessel lost at sea.
WILLIE H. CHILD KGCJ 17 Aug.1911 wrecked on Beach Gull Shoal, N.C.
WINFIELD S. SHUSTER KSVN 27 Oct.1911 wrecked on Isaac Shoal, Florida.
WINIFRED A. FORAN JVFB Ex bark ALICE, built Weymouth, Mass., 1881, by N.P.Kean; 858 tons. June 1905 conv.4m.sch at New London and renamed. 13 Feb.1906 abandoned off Cape Hatteras, N.C.

YOUNG BROTHERS KHSD 29 June 1910 lost by fire at Richmond, Maine.

ZEBEDEE E. CLIFF MCBV March 1942 sold to US Government for breakwater in Casco Bay, Maine. Burned there in 1946 or 1947.

SAILING SHIPS BUILT IN THE NETHERLANDS SINCE 1860 (Continued from p.146)

			1868		
BARON VAN PALLANDT VAN ROSENDAAL				Huygens & Hardenberg,	
	Comp	Ship	1244n	Meursing & Huygens, Am.	Am.
MEESTER JACOB VAN LENNEP		Bark	710g	W.& A.H.Meursing, Am.	Builders
DONEGAL				Geo.Milne & Co., Aberdeen	
TWEE GEBROEDERS		Brig	338o	E.J.Bok & Zonen, Am.	Builders
VIER GEBROEDERS		Bark	660o	Jer.Meyes & Zonen, Am.	J.H.Meyes
			1867		
ANTJE		Bark	756o	Gebr. Pot, El.	J.H.van Santen
CORNELIA	Comp	Ship	1456o	J.Smit Czn., Al.	Builders
ELISE SUSANNA		Brig	236o	Gebr.Visser, Ro.	H. Muller & Co.
HOLLANDS TROUW		Bark	756o	Rijkee & Co., Ch.	J. Vroege, Al.
MINA		Bark	752o	de Jong, Kortland & Anthony, Ro.	Charante & Co.
NESTOR (Aux)		Ship	1654o	L.Smit & Zn., Ki.	Builders
NIEUWE WATERWEG II	Comp	Ship	1432o	F.H.von Lindern, Al.	Builders
NOACH II		Ship	945o	J. Smit, Sl.	Fop Smit, Ki.
JAVA		1887		George Milne & Co., Aberdeen	
RIO DE LA PLATA		Brig	260o	Gebr. Pot, El	P. Rademaker & Co.
SCHIEDAM		Ship	755o	C. Gips & Zonen, Sc	A. Prins & Co., Sc.
BERTHA		1884			
's-GRAVENHAGE (Aux.)	W-IBK	Ship	1998o	Gebr.Pot, Bo	Van Zeylen & Decker, Ro
PRINS HENDRIK		1881		Voorhoeve & Jellier, Rotterdam	
UTRECHT (Aux.)	Comp	Ship	2200o	Gebr.Pot, Bo.	Van Zeylen & Decker, Ro.
SENTA		1887		J. Hintze, Hamburg	
			1866		
CONSTANCE		Bark	380o	Gebr.Pot, Bolnes	Batenburg & Co.
ELISABETH		Ship	1134o	F.Kloos, Al.	Gebr.Goedkoop, Am.
IDA GEERTRUIDA		Bark	455o	W.& A.H.Meursing, Am.	Builders
JOHANNA		Bark	600o	Jer Meyes & Zonen, Am	Bobbe & Meyes
JOHANNA ANTONIA		Bark	380o	Joost Pot, Sl.	Batenburg & Co., Ro.
BATAVIER		1873	(Swedish)		
JOHANNA MARIA	Comp	Bark	890o	J.Smit Fzn., Sl.	J.R.Teder & Zonen, Ro.
MAASSLUIS		Bark	907o	G.H.Uit den Boogardt, Ma.	Builder
L.R.KOOLEMANS BEIJNEN (1879)					
JEAN BAPTISTE		1885			
VICE ADMIRAAL MAY		Bark	756o	Meursing & Huygens, Am.	Rutgers & Hissink, Am
NELLY & HELENA		1880			
WIJK AAN ZEE		Bark	756o	T. Boelen, Am.	de Vries & Co.
WILLEM POOLMAN		Ship	1627o	Gebr.Pot, Bolnes	Van Zeylen & Decker, Ro.
ZEELANDIA		Bark	756o	Bouwmeester Borsius van der Leye, Ml.	Spoor & Sprengers
			1865		
ARIE EN BETSY		Bark	756o	J.Haverkamp, Am.	F.U.H.Reiger & Co.
BESTEVAER		Bark	756o	F.H.von Lindern, Al.	Bossevain & Co., Am.
CORNELIS SMIT		Bark	756o	J.& K.Smit, Kr	Murk Lels, Al.
CORNELIS WERNA'D EDUARD		Cmp.Shp	892n	----, Slikkerveer	
EXCELSIOR		Brig	380o	J.Couvel, Am.	H.Rietveld, Am.
GRAAF LEOPOLD VAN LIMBURG STIRUM		Bark	756o	J.van Duyvendijk, Lekkerkirk	Hartog & Glazener, Ro.
INDULINDE		Ship	950o	F.Groen, Am.	Gebr.Hendrichs & Co., A
JUPITER		Ship	950o	F.Kloos, Al or Ki	Gebr.Goedkoop, Am
KATHARINA MARIA		Bark	406o	Gebr.Pot, Bolnes	Batenburg & Co., Ro.
SOFALA		1872			

1865, continued

KOFFYBOOM	Ship	1280o	Jan Smit, Czn., Al.	F.Fokkens, Delfshaven
KOSMOPOLIET II	Ship	1077o	C.Gips & Zonen, Do.	Gebr.Blusse, Do.
KATHINKA	1876		H.Bischoff & Co., Bremen	
LUCTOR & EMERGO	Bark	756o	Bouwmeester Borsius	van der Leye, Mi. Builder
MINISTER FRANSEN VAN DER PUTTE	Comp Ship	1565o	Gebr. Pot, Bo.	Van Zeylen & Decker, Ro.
PRÄSIDENT SIMSON	1880		H.Addicks, Bremerhaven	
ROTTERDAM	Ship	749	Gebr.Poot, Elshout	Hoogewerff & Chabot, Ro
WILLEM	1880			
JAN & CAREL	1886			
STAD DELFT	Bark	756o	J.Smit, Czn., Al.	J. van Delft, Delft
WATERLOO	Ship	756o	F. Groen, Am.	G.W.van Barneveld Kooy, Am.

1864

EUROPA	Comp Ship	1275o	J.Otto & Zonen, Krimpen aan de Ysel	J.R.Veder & Zonen, Ro.
GYSBERT KAREL VAN HOGENDORP	Bark	756o	J.van Duivendyk, Lekkerkerk	Hartog & Glazener, Ro.
HOEK VAN HOLLAND	Iron Bark	950o	Fop Smit, Ki.	Wm.Ruys & Zonen, Ro.
JULIUS	1878		H.Bischoff & Co., Bremen	
KANAGAWA	Comp Ship	1216o	J.& K.Smit, Kr.	Murk Lels, Al.
NIEUWE WATERWEG	Ship	1360o	F.H.von Lindern, Al.	Builders
L.J.ENTHOVEN	Bark	756o	F.Kloos, Al or Ki.	de Groot, Roelants & Co.
LICHTSTRAAL	Ship	1500o	J.Smit, Fzn., Sl.	Fop Smit / Sc.
SUSANNA JOHANNA	1875		Van Zeylen & Decker	
LICHTSTRAAL	1879		P.van der Hoog, Kr.	
JACOBA	1885		Köpcke & Co.	
MARIA & ELISABETH	Ship	1359o	J.Smit Czn., Al.	E.Suermondt & Son
PHILLIPS VAN MARNIX	Ship	1516o	Gebr.Pot, Bolnes	Van Zeylen & Decker, Ro.
PROF.v.d.BOON MESCH	Bark	756o	Meursing & Huygens, Am.	Huygens & Hardenburg.
YMUIDEN	Bark	756o	J.F.Haverkamp, Am.	F.U.H.Reiger & Co., Am.
ZUID HOLLAND	Comp Ship	1275o	C.v.d.Giessen, St.	H.Veder
BERTHA			F.Roters, Bremerhaven	

1863

BATIAAN POT	Bark	756o	Gebr.Pot, Elshout	J.H.van Santen
CORNELIA	Iron Bark	756o	Fop Smit, Ki.	L.Bienfait & Son
DORDRECHT	Bark	756o	C.Gips & Zn., Do.	G.v.Hoogstraten, Do.
ELLINA	Ship	360o	Gebr.Pot, Bolnes	Batenburg & Co., Ro.
GOUVERNEUR ELIAS	Brig	275o	W.& A.H.Meursing, Am.	Bouman & v.Ryckevorsel
JUNO	Iron Brig	250o	W.& A.H.Meursing, Am.	Gebr.Goedkoop
MARIE	Bark	746o	J.Smit Czn, Al.	van Charante & Co.
NEREUS	Bark	665o	Gebr.Visser, Ro.	Mees & Moens
SIRIUS	Bark	470o	W.& A.H.Meursing, Am.	Gebr.Goedkoop
STAD MEPPEL	Brig	250o	G.Swerver, Alkmaar	B.W.K.Sypesteyn
YMUIDEN	Bark	756o	Abbema & Haverkamp, Am.	F.U.H.Reiger & Co.

1862

ANNA SOPHIA	Iron Bark	660o	J.Abbema, Am.	F.U.H.Reiger & Co.
EMERGENS	Iron Bark	436o	W.Meursing, Am.	J.Rahder & Co.
GERARD PIETER SERVANTIAS	" "	660o	J.de Hoopg, Am.	F.U.H.Reiger & Co.
JAVA PACKET	Ship	680o	F.F.Groen, Am.	G.W.Barneveld Kooy, Am.

1861

ANTHONY VAN HOBOKEN	Bark	756o	F.Kloos, Al.	W.K.Sypesteyn, Krommenie
JAN PIETERSZOON-COEN			Reisselman Bros, Nieuwdiep	
BATAVIA	Bark	740o	J.& K.Smit, Kr.	Murk Lels, Al.
DAGERAAD	Ship	724o	Jan Smit, Fzn., Sl	Fop Smit, Ki.
INDIA PACKET	Ship	756o	J.Smit, Czn., Al.	Gebr.Hendrichs & Co., A
HEEMSE	1381		J.& J.Vinke, Am.	
ORANJE NASSAU	Ship	716o	C.Gips, Sc.	de Groot, Roelants & Co.

1860

PEGASUS	Iron Bark	284o	W.H.Meursing & Co., Am.	J.Rahder & Co., Am.
PRINDS OSCAR	Bark	665g	------, Rotterdam	

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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ANOTHER TRIP TO SEATTLE

We made it all the way in one day this time, taking brief stops at Minneapolis and Great Falls, and landing at Seattle in the last glimmer of twilight. The next day, after a walk along the waterfront, we called up Gordon Jones and had a look at his collection of photographs and clippings of Northwest sailing vessels.

He took us for a ride around Lake Union, where we saw the old steam schooner TONGASS, ex WAPAMA, the stern-wheeler BOBDON, formerly the Army Engineers' W.T.PRESTON, and then to F.P.Harlow's house, where we met also Capt.E.G.Henrici. Although past 90, Mr. Harlow, the author of "Making of a Sailor", is still spry, and has put together another book, on chanties, which we hope he can publish. He has three fine models of his own making, including the GLORY OF THE SEAS and the AKBAR, and several paintings.

Captain Henrici came around the Horn in 1895 in the new British bark DAIRYMPLE, and later sailed under the Hawaiian flag in the SANTIAGO. He told us of the loss of the steamer CAOBA in Feb.1925 off the Columbia River, when a Canadian rum-runner rescued the master and 5 of the crew, and fell afoul of the revenue laws in so doing.

The next day we went to Friday Harbor in the FS-210. The FANTOME is still lying in Portage Bay, but it is rumored she is to be sold for taxes and mooring charges. In Lake Union we saw the record-breaking 29-ft SLO-MO-SHUN IV, which only a week or so previously had been timed at better than 160 mph.

The three-masted schooner WAWONA was missing from Friday Harbor, and the local people could give no news of her, but Gordon Jones later sent us a clipping which indicated that she had been moved to West Sound on Orcas Island.

The roads on San Juan Island are still dusty, and the rabbits as abundant as ever. We visited English Camp, where British troops had been garrisoned during the cold war almost 100 years ago and a blockhouse still stands; and we had another day on the water in the HAYDAH.

We returned to Seattle on the FS-210 by night, and took off early the next morning.

LETTER FROM DAVIS STRAITS

Schooner ARGUS

The fishing has been patchy and we'll be lucky to get away a full ship by mid-Sept.; if we don't fill, we'll have to go to the Banks again. By the irony of fate, after 38 of the 45 Portuguese dorymen came up here, darn me if the Grand Banks lining didn't suddenly turn good and the seven small fellows who stayed there have filled and gone — all except ANNA PRIMEIRO, which burned out as soon as she was full. The rest of the seven that fished the Grand Banks were ANA MARIA, PACOS DE BRANDAO, SAN JACINTO, CRUZ DE MALTA, MARIA FREDERICO, and LOUSADO. The little LOUSADO was the first away, sailing August 7.

Up here in Greenland the CONDESTAVEL and DOM DENIZ are doing best, and need only a few quintals to fill now. They should be homeward-bound most any day. But what a weather we've been having!

That ex-Hollander TJERK HIDDES, mentioned on p.143 of LC, is still afloat. Saw her in St John's this year; name now is MONDEGO (quoting from memory) [she is BOANOVA in current Lloyds.-Ed.]. She is a diesel job and runs salt from Portugal, dry cod back, under the Portuguese flag. Was previously Panamanian, and is unlikely to go fishing again.

The French LT RENE GUILLON is the only St.Maloman still using dories on the banks—all other French fishermen are now trawlers. She is no longer a barkentine and not much of a schooner, though she still has three steel masts. Was alongside of her a week back on the Banks off Holstensborg; she had 13,000 quintals of fish. —Alan Villiers

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LOG CHIPS is published every two months by John Lyman at 7801 Gateway Boulevard, Washington 19, D.C. Price, $1 per volume (12 issues). A few sets of Volume 1 are still available at $2 each.

THE NEW BRUNSWICK MUSEUM

On a recent trip to New Brunswick and Nova Scotia, I visited the New Brunswick Museum at St. John. In the Marine Hall are many beautiful paintings, ship models, house flags, figure heads, and miscellaneous relics, among which the following were noted:

Models

Ship CASTLETON, Port Glasgow 1903, under full sail.
Clipper ship STAR OF THE EAST, St.John 1853 by W.& R.Wright, under full sail.
Ship BERTEAUX, Kingsport, N.S., 1873. Model made by her captain Solomon Davis on a voyage home from Calcutta.
Half models of JOSEPHINE TROOP and HOWARD D.TROOP, built in 1892 and 1890 by Duncan of Port Glasgow for Troop of St.John.

Paintings

Barks COMET and MOSS GLEN under full sail.
Ship BOADICEA, St.Marys Bay, N.S., 1847.
Ship ALBION, St.John, 1834.
Ship OREGON, St.John 1846.
Ship SHANNON, St.John, 1836.
Ship COUNTY OF PEEBLES.
Ship MUNSTER, St.John, 1877.
Bark LOIS, Tusket, N.S., 1874.
Bark NICTAUX, Cornwallis, N.S., 1870
Ship DUNDONALD, St.John 1849 by Wright Br.
Bark HARRIET CAMPBELL, Weymouth, N.S., 1873.
Bark QUEEN OF THE FLEET, Dorchester 1862 by G.Palmer.
Ship ANDORA, W.J.Davis of St.John, master.

Figurehead

Bark TIKOMA, Kingston, N.B., 1877 by J. & T.Jardine for the Jardine fleet.

House Flags

Jardine Brothers, Thompson fleet, Scamell Brothers, Troop, and Haws fleets.

—Albert O.Anderson

NEW BOOK FOR MODEL MAKERS

Under the title "A Notebook for Ship Model Builders", Model Shipways has issued a 32-page booklet compiled by Winthrop Pratt, Jr. It suggests woods and tools for use by model builders, and then covers such features as caps, tops, cross trees, shrouds, and deadeyes.

There are eight pages on anchors, with drawings of many types.

The publication is intended primarily for use with construction kits with machine carved hulls, and therefore concentrates on features which will add detail and finish to such models. It is obtainable from Model Shipways, 476 Main Street, Fort Lee, N.J.; price $1.00.

THE SHIPBUILDERS OF THOMASTON

Wooden shipbuilding was carried on in North America at one time or another in almost every locality where there was a labor supply, since, except for such arid regions as Texas and Southern California, there were good timber supplies near tidewater. In only a few regions, however, did wooden shipbuilding continue after the local forest resources were exhausted, and of such localities the State of Maine is the outstanding example. With only the meanest grades of lumber locally obtainable, Maine shipbuilders continued to assemble Virginia oak, Georgia pine, Michigan hackmatack, Oregon pine spars, Pittsburgh iron, Manila hemp, Connecticut copper, and Massachusetts canvas into the largest sailing vessels ever set afloat.

The reasons for this were in large part geographical. Maine is cut up with fjord-like rivers that restrict land transportation paralleling the coast, but permit logs from the hinterland to be floated readily down to salt water. The chief exports are cheap heavy cargoes like lumber, granite, lime, and formerly ice, which are best moved by water; the imports were such things as coal, salt, and molasses, the latter two being foreign items that had to come by water.

The climate, too, is conducive to the heavy exertion involved in converting timber. The summers are insect-free, and in the winter heavy logs can be skidded over the frozen ground by ox-power, where a similar shipyard farther south would be churned into a morass. The inshore fisheries of the Gulf of Maine served as a nursery for seamen, and helped support the collateral industries of sailmaking, ship chandlery, block making, and windlass manufacture that are required for a fully-integrated shipbuilding industry.

It is little wonder, then, that in the last quarter of the 19th Century Maine-built and Maine-owned vessels hauled West Virginia's coal to Boston, Cuba's sugar to New York, New York manufactures to wholesalers in California, and California's wheat to market in Liverpool.

The two great shipbuilding rivers of Maine, the Kennebec and Penobscot, have been fairly well covered by historians, as have Casco Bay, the Kennebunk River, and some lesser ports. Other regions of equal significance, however, have been neglected. One of these is the stretch of coast between the Kennebec and the Penobscot, which is dissected by four fjord-rivers, the Sheepscot, Damariscotta,

Medomac, and St. George. At the head of navigation on each were former shipbuilding centers of importance: Wiscasset on the Sheepscot, Newcastle and Damariscotta on the Damariscotta, Waldoboro on the Medomac, and Warren and Thomaston on the St. George. History has largely neglected these ports in favor of their larger neighbors and of two towns to the seaward, East Boothbay and Friendship, which are noted respectively for fishing schooners and for sloops, although Thomaston has been immortalized as the birthplace of the fictional Matt Peasley of Peter B. Kyne's "Cappy Ricks" series. From these rivers, however, came some of the largest and finest Maine-built vessels, including the first fivemasted schooner, two four-masted barkentines, and many other notable vessels.

In the series that follows, we hope to cover all the sailing vessels built at Thomaston since 1860, and to tell also something of the histories of the men who built them. This will include such firms as Dunn & Elliot, Washburn Brothers, Stetson, Gerry & Co., and Chapman & Flint, and individuals like Edward O'Brien and Samuel Watts. We will commence with Edward O'Brien.

EDWARD O'BRIEN

There is a biographical sketch of Edward O'Brien in vol.2 of Matthews' "American Merchant Ships", but we have unearthed some additional details. He was the son of John O'Brien, born in Craig, Ireland, in 1755, who went to sea as a steward and settled at Castine, Maine. Edward O'Brien was born in Warren in July 1793, and went to sea as a boy in coasters. Later he took up shipbuilding, and in 1823 began to build on his own account at Warren. In 1847, with the St. George River becoming too shoal to handle the size of vessels then building, he moved his operations to Thomaston, where he died 6 May 1882.

He engaged in many collateral enterprises beside shipbuilding and shipowning, and in 1844 formed the firm of O'Brien, Burgess & Co. with William Carey Burgess, which conducted operations in lime-kilns, shipping, groceries, hardware, coal, etc. A few years later one of O'Brien's captains was taken as a partner and the firm became O'Brien, Watts & Co., and in 1854 O'Brien withdrew and the firm was restyled Burgess, O'Brien & Co., Burgess taking O'Brien's son Edward E. O'Brien and his nephew Edward K. O'Brien as partners.

The following list of O'Brien's vessels has been taken from Eaton's histories of Warren and Thomaston, up to 1859:

YEAR	RIG	NAME	TONS
		Built by Edward O'Brien at Warren	
1824	Brig	EDWARD	200
1824	Sch	SOPHRONIA	160
1825	Sch	WILLIAM	166
1825	Sch	WALDO	200
1825	Sloop	MARY ANN	75
1826	Brig	*ASIA	207
1826	Sch	*FRANKLIN	141
1826	Sch	*HARRIET	120
1826	Sch	*BRUTUS (at Thomaston)	186
1827	Brig	THOMAS & EDWARD	152
1827	Sch	*MAINE	109
1827	Sch	PACKET	97
1829	Sch	FLORIDA	115
1829	Sch	*MEXICO	91
1830	Sch	*FRANKLIN	141
1830	Sch	*HENRY CLAY	100
1831	Sch	*ROBERT & ROWLAND	147
1832	Sch	EDWARD O'BRIEN	143
1832	Sch	ANN	146
1833	Sch	JANE	155
1834	Brig	GEORGES	192
1834	Sch	SPLENDID	130
1834	Sch	SOPHRONIA	140
1835	Brig	ELCY	180
1836	Brig	HECTOR	171
1836	Brig	NEVIS	145
1837	Sch	GRECIAN	147
1838	Brig	JEFFERSON	185
1839	Brig	ELIZA	199
1840	Brig	MONROE	199
1840	Sch	MADISON	149
1841	Brig	CLARISSA	198
1842	Brig	ST. GEORGE	222
1843	Bark	ELLIOT	248
1844	Bark	PARIA (or PARIO)	269
1844	Brig	ELLIS	199
1845	Bark	LOUISA BLISS	394
1845	Brig	THOMAS & EDWARD	199
1846	Bark	FRANKLIN	299
1846	Brig	PERCY	199
1847	Ship	MARY ADELINE	637
1848	Bark	PATRICK HENRY	442

In all the above vessels, Edward O'Brien is indicated as a principal owner except of those marked with the asterisk*. He is also listed as owner of the following, built at Warren by the master carpenters named.

1847	Sch	LUCY WATTS	Wm. Spear	220
1849	Bark	SARAH ANN	Wm. Spear	246
1850	Ship	EDWARD O'BRIEN	J. Hilt	797
1852	Ship	ST. PATRICK	J. Hilt	1053

John Hilt, born at Warren about 1819, was a master shipbuilder who is also listed as builder of the O'Brien ship S. CURLING. O'Brien subsequently employed as master carpenter Hermon Benner, born at Waldoboro about 1824, who built all his later vessels. The O'Brien vessels built at Thomaston are listed on p.16.

1847	Brig	ELIZABETH WATTS		225
1851	Ship	CHIMBORAZO		916
1854	Ship	S. CURLING		1468
1855	Ship	VESPER		1497
1856	Ship	MARY O'BRIEN		1297
1858	Ship	MARY E. CAMPBELL		1374
1859	Ship	EAGLE		1448
1860	Ship	E. CREIGHTON	(new)	1286
1863	Ship	EDWARD O'BRIEN	1803	1552
1867	Ship	WILLIAM A. CAMPBELL	1538	
1866	Ship	ANDREW JOHNSON	2005	
1869	Ship	JOHN BRYCE	1968	
1870	Ship	A.McCALLUM	1951	
1874	Ship	ALIDA	1672	
1875	Ship	BELLE O'BRIEN	1903	
1877	Ship	BARING BROTHERS	2165	
1877	Ship	ALEX. GIBSON	2194	
1878	Ship	FRANK F. CURLING	2200	
1879	Ship	J.B.WALKER	2178	
1881	Ship	GENERAL KNOX	2218	
1882	Ship	EDWARD O'BRIEN	2271	

John Hilt is also listed as master builder of the CHIMBORAZO.

It has been stated that Edward O'Brien owned all his later vessels outright, but the registers do not bear this out. His son Edward E.O'Brien owned 7/8 of the J.B. WALKER, and Wm.A.Campbell the other 1/8, as well as 1/8 of the BARING BROTHERS. Frank F.Curling owned 1/8 of his namesake. O'Brien did own a much larger proportion of his vessels than was customary in Maine, and the statement that he was the largest individual shipowner in the country at the time of his death is possibly correct. At that time all his ships built since 1862 were still afloat except the ALIDA, which was lost at Pabellon de Pica, 9 May 1877, and the FRANK F.CURLING, lost in 1879. A big hull on the ways was finished by his son, Edward E.O'Brien, and named EDWARD O'BRIEN even though the 1863 ship of that name was still afloat.

Mr.George M.Patterson, of Fairfield, Maine, who was brought up in Thomaston, has sent us considerable information on the O'Brien ships, including the list since 1854. He tells us that Mary O'Brien was the daughter of Edward O'Brien; she married Wm.A.Campbell and a ship was named for each. Alida was a granddaughter of Edward O'Brien, and Belle O'Brien a great-granddaughter. Frank Curling was the son of Stephen Curling. Peter Vesper was master of the VESPER, and Ebenezer Creighton of the E.CREIGHTON.

In addition to his many other interests, Edward O'Brien was in partnership with his son and Capt.G.W.Gilchrest in a ship-chandlery firm in New York City, which was later styled Gilchrest, White & Co. This firm owned shares in a few Thomaston vessels.

The firm of Burgess, O'Brien & Co., after 1854, must be considered a separate enterprise from Edward O'Brien's own operations. It owned several small coasting vessels at various times in connection with its lime business, and built the following large vessels at Thomaston:

1855	Brig	C.F.O'B.	Jn.McDonald	283
1857	Ship	S.EMERSON SMITH	H.Benner	1260
1863	Bark	GLEN AVON	H.Lermond	718
1868	Bark	MARTHA A.McNEIL		1010
1870	Sch	ADA F. WHITNEY		312

Tonnages in the above list are old measurement before 1865, gross after. The C.F.O'BRIEN was the first vessel ever built by John McDonald, a Nova Scotian and old Donald McKay apprentice who later was master builder at Thomaston and Bath for Chapman & Flint and Flint & Co.

Mr. Patterson writes us that his father was boss liner in the O'Brien yard on the ALEX.GIBSON, FRANK F.CURLING, and BARING BROTHERS, and that he launched aboard all three of these vessels. The CURLING was to have been put afloat at 11 AM, 28 Oct. 1878, but the tallow was hard and she stuck on the ways. So they locked the ways and waited for the night tide, and he launched on her about 10 PM that night. The ship made one trip to Liverpool; then loaded coal to San Francisco and was lost in a very heavy gale near the Falkland Islands.

The WILLIAM A. CAMPBELL was launched 29 Oct.1867 and first commanded by Capt. Stephen Curling. In 1892 Capt.Edward R. Havener, a school classmate of Mr. Patterson's and a cousin of his wife, took command and loaded 1,260,000 feet of lumber for Queenstown from New Whatcom (now Bellingham), Wash. Near the Hawaiian Islands she sprung a leak and all hands took to the boats. Capt.Havener's boat, in which he had with him his wife and one child, never showed up.

Another story of shipwreck concerns the S.CURLING, which was built to be commanded by the captain of that name. Later Capt. Francis Meehan had her, until he was drowned in a tidal wave in Peru in 1875, while going ashore for mail. Next year Captain Colby lost the S.CURLING at the same place. Usually he put out three anchors, for which he was laughed at, but this time he had out only two.

From some notes sent us by Samuel W. Lewis, we learn that when the MARY E. CAMPBELL was built in 1858, Edward O'Brien sent her to sea with all bills paid and himself owning every timber head in her.

(continued on p.18)

THE SHIPBUILDERS OF COOS BAY:
II. SIMPSON SHIPYARD

As we mentioned in the last issue, a sawmill was established at North Bend by Simpson at a very early date. Asa M. Simpson was a native of Brunswick, Maine, who came to California in 1850 at the age of 24. According to one account, he struck it rich in the gold country, but at any rate he very soon bought the ship BIRMINGHAM, and later the brig TARQUINA, the QUADRATUS, POTOMAC, and other vessels, freighting lumber from the Northwest to San Francisco, running the vessels as a packet line on the return trip, and also operating a string of tugs as an adjunct to his sailing vessel fleet. He conducted sawmill operations on Coos Bay, the Columbia River, and later at Grays Harbor, and engaged in shipbuilding at all his mill sites. Most of the vessels were built to be run in connection with his lumber business, but he was always willing to enter into contracts to construct vessels for outside parties.

Many stories are told of the Simpson vessels, and of the whims that led to their construction. Once, it is said, Simpson espied a rudder lying around his mill, and promptly ordered a four-masted barkentine to be built to make use of it. When the rudder came to be fitted in place the stock was found to be too short, and a cockpit had to be built for the man at the wheel (ECHO). Of another vessel it is said that she had no two masts alike, some raking forward, some aft, others to starboard or port. Instead of the usual sheer and waist, she had a hump, so that in washing decks the start was made amidships and the water flowed toward both ends (LOUIS).

But in spite of their eccentricities the Simpson vessels invariably sailed well and had good reputations. Captain Rudolph Smale's book "There Go the Ships", published in 1940, includes accounts of 15 years' sailing in Simpson vessels.

Asa Simpson's brother Robert W. Simpson was associated with him in business for many years, and is credited with drawing the sail plan of the ship WESTERN SHORE. Another brother, Ebbridge Simpson, came out from Maine to build the brig BLANCO in 1860, and owned a 1/8 interest in her.

Asa's son, Louis, who was born in Oakland, California, became the manager of the Simpson Mill at Coos Bay, and founded the present town of North Bend. He died there in January 1949 at the age of 72.

Through Victor C. West of North Bend, we have obtained the following list of vessels built at the Simpson Lumber Co. mill at North Bend. The name of the master carpenter is given for each vessel:

1859	Brig	ARAGO	McDonald	240	185
1860	Brig	BLANCO	E.G.Simpson	284	260
1860	SS	FLORENCE E WALTON (aux.sch.)	Donaldson	82	
1861	Sch	MENDOCINO	Robinson	123	92
1862	Brig	ADVANCE	Robinson	275	210
1863	Sch	ENTERPRISE	Howlett	249	190
1864	Sch	HANNAH LOUISE	"		83
1864	Sch	ISABEL	"	240	184

(of the two tonnage columns above, the first is old measurement, the second gross. In the following, all tonnages are gross:)

1865	Sch	JUVENTA	Howlett	191
1865	Bktn	OCCIDENT	John Dumphy	297
1867	Bktn	MELANCTHON	J.Murphy	298
1869	Bktn	WEB FOOT	John Kruse	361
1868	Sch	BUNKALATION	" "	79
1872	Sch	GOTOMA	" "	198
1872	Sch	OREGONIAN	" "	246
1874	Ship	WESTERN SHORE	"	1177
1875	Bktn	TAM O'SHANTER	"	592
1873	Bktn	PORTLAND	" "	493
1877	Bktn	NORTH BEND	" "	376
1878	3mSch	TRUSTEE	" "	280
1881	3mSch	JAMES A.GARFIELD	"	316
1881	Bktn	KLIKITAT	" "	493
1882	Bktn	TROPIC BIRD	" "	347
1882	3mSch	DARE	" "	259
1883	St.Tug	HUNTER	" "	104
1883	St.S.	BEDA	" "	370
1884	St.Tug	ASTORIA	" "	152
1884	St.Tug	NOVELTY	" "	56
1886	4mSch	NOVELTY	" "	592
1886	St.Tug	TRAVELER	" "	145
1886	St.Tug	CRUISER	" "	62
1887	St.Tug	RANGER	" "	144
1887	St.Sch.	SIGNAL	" "	475
1888	5mSch	LOUIS	" "	831
1889	4mSch	GARDINER CITY	"	475
1890	4mBktn	WILLIE R.HUME	"	665
1891	Sch	VOLANTE	George L.Hobbs	125
1891	4mBktn	ARAGO	John Kruse	498
1891	St.Tug	COLUMBIA	" "	132
1891	Sch	NONOHA	" "	--
1894	4mBktn	OMEGA	" "	584
1895	4mBktn	ADDENDA	Heuckendorff	692
1896	4mBktn	ECHO	"	707
1897	3mSch	REPEAT	"	455
1897	4mBktn	ENCORE	"	651
1898	St.Sch	BRUNSWICK	Austin Sperry	436
1899	4mSch	MANILA	Heuckendorff	731
1899	4mSch	ADMIRAL	K.V.Kruse	683
1900	St.Sch	MANDALAY	G. Ross	438
1900	4mSch	CHURCHILL	Victor Anderson	655
1901	4mSch	ALUMNA	K.V.Kruse	696
1901	4mSch	ADVENT	K.V.Kruse	431
1902	4mSch	MARCONI	Peter Loggie	693
1903	3mSch	ALPHA	Heuckendorff	300

Of the master carpenters listed in the preceding table, K.V.Kruse was the same man who later established the firm of Kruse & Banks. John Hamilton Howlett was a native of Prince Edward Island, born in 1836, who came to California in 1856. He was later a master builder in the E.B. Dean yard on Coos Bay, and was drowned at Astoria in April 1085.

John Kruse, no kin to K.V.Kruse, was a Dane whose shipbuilding career was identified with the Simpson North Bend yard. He was responsible for the design of the full-rigger WESTERN SHORE and many lesser craft. H.E.Heuckendorff later built several vessels at Prosper, Oregon, on the Coquille River.

There were a number of "firsts" among the Simpson vessels, and there were remarkable features about many of the others. The ARAGO and BLANCO were probably the first brigs built on the Pacific Coast. ARAGO was, it is said, framed of second-hand material, either from old hulks broken up at San Francisco, or from a British vessel wrecked on the Oregon coast, this being in the days before Oregon pine had been fully tested as a shipbuilding material, and its virtues were still unappreciated. She was rerigged as a schooner for the Bering Sea cod fishery about 1880, and was still active in that trade in 1904.

The WESTERN SHORE was one of only three full-rigged ships built on the Pacific Coast. Simpson ran her in the Cape Horn grain trade, in which she made a passage from Portland, Oregon, to Liverpool in 101 days and a return trip to San Francisco in 110 days, before being lost on Duxbury Reef in July 1878.

The NOVELTY was the first four-masted schooner and the LOUIS the first five-master built on the Pacific Coast. Both had been intended originally as steamers like the BEDA or SIGNAL, but were given a pole-masted rig to get them down to San Francisco where the engines could be installed. As there was some doubt at the time whether steamers of their size could be made to pay in the coasting lumber trade, and as they sailed well enough as bald-headed schooners, the decision was made to let them continue as schooners. The LOUIS is credited with being the first five-masted schooner on salt water and the first to sail around the world, although her plumb stem made her an object of derision in her ports of call. She was lost on South Farallon in June 1907, and the NOVELTY was wrecked four months later on the Oregon coast.

Another Simpson "first" was the four-mast barkentine WILLIE R.HUME, by a few months the first of her rig on the Pacific. As the list on p.140 of LOG CHIPS shows, Simpson was responsible for 7 of the first 9 four-masted barkentines built on the West Coast. Another Simpson barkentine was the GARDINER CITY, produced when Capt.G.W.K.Masters persuaded her owner to rerig her from a bald-headed four-masted schooner. This was done by replacing the original fore- and mainmasts by a square-rigged foremast, so that she became a three-masted barkentine.

The rig of WILLIE R.HUME was a last-minute decision, by the way, since on her application for an official number, which is usually made about the time a vessel is ready to be launched, the rig was first entered as "four-masted schooner", and was later altered to "barkentine".

The vast majority of the vessels built in the North Bend Mill yard were for the account of A.M.Simpson and his associates. C.A.Hooper ordered the ADMIRAL and MANILA, and George L.Hobbs owned the VOLANTE himself, but before that we must go all the way back to the TROPIC BIRD to find another vessel built for outside interests, in this case A.Crawford of San Francisco, who operated a packet line to Tahiti. The proportion of the older vessels built for the Simpsons' own operations was about the same.

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EDWARD O'BRIEN

(continued from p. 16)

This was stated to be the first instance in Maine where one man was sole owner of a vessel of that size.

O'Brien was one of the founders of the Georges Bank in Thomaston and its president until 1879. During the Panic of 1857 he quelled a run on it by announcing he held a balance in sterling with Baring Brothers in London more than sufficient to cover every bill he had signed as president of the bank.

Edward O'Brien commenced the shipbuilding trade at 50¢ a day in the yard of J. H. Counce at Warren, rose to be a partner, and then went into business for himself. In 1822 he built a brig at Friendship for Col.John Burton, and the next year built two vessels at Oyster River (between Warren and Thomaston), for William Kelsey. Then, as previously mentioned, he opened his own yard at Warren. With one EDWARD, two THOMAS & EDWARD's, and three EDWARD O'BRIEN's, he managed to name six vessels after himself, and his son added a seventh.

NETHERLANDS-BUILT COASTERS

Dr. Jürgen Meyer has sent us the names of a number of fair-sized coasting vessels built in the Netherlands, which supplement the list of deep-water vessels in the two previous issues of LOG CHIPS. We are omitting names of owners in the interest of conserving space. All tonnages are gross, and all the following are steel auxiliary three-masted schooners unless otherwise indicated:

Name	Tons	Flag; later names and flags.
	1899	
ALBATROS (Bktn)	472	Niestein & te Velde, Westerbroek. (Seetzen Gebr., Hamburg)
	1909	
SAN ANTONIO	410	N.V.Jan Smit Czn, Alblasserdam. Netherlands.
	1910	
ANGELINA (Aux.Sch.)	362	Zeeland Yard, Hansweert. STJERNE; AKTIV I, Norwegian; GETA II, Sweden; F.N.P., Uruguayan.
	1915	
JOHANNA IPLAND	386	G.& H.Bodewes, Martinshoek. German; NECOCHEA, Argentine; CIUDAD DE NECOCHEA, Argentine. (Originally 3m.sch; later aux.)
TWEE AMBT	320	G.& H.Bodewes, Martenshoek. BELLVILLE, Norwegian, British.
	1916	
NØSTED III	345	G.& H.Bodewes, Martenshoek. Norwegian; ARNO, British.
NØSTED IV	360	G.& H.Bodewes, Martenshoek. Norwegian; LE LORRAIN, French.
	1917	
CARLITO	413	N.V."Maas", Slikkerveer. JUAN TRAVERSO, Argentine
EMMA	332	J.Th.Wilmink, Groningen. ELSINA, Netherlands.
EYFJORD (3m.Sch.)	363	G.& H.Bodewes, Martenshoek Swedish; TOM-AUGUST, British; ANNEMARIE, German; PATAGONES, Argentine. (Engines installed 1921).
HARRY FRATER	332	J.Smit & Zoon, Foxhol. JEANNETTE; CARMEN; LIESBET, Netherlands; EUGENIO, Italian.
JUPITER	357	Groningen, J.Th.Wilmink Swedish; German.
LIBRA	469	P.& A.Puitenberg, Raamsdonksveer. WYFAX, British.
VLISSINGEN	348	Gebr.Muller, Foxhol Netherlands; ST BLANE, British; Iskra, Polish.
VOLKERAK	337	J.Th.Wilmink, Groningen GINA, Italian; JELA, Jugoslav.
	1918	
CLARAVEER	413	N.V."Maas", Slikkerveer HIERONYMCUS, Danzig.
CORNELIA	386	J.Smit & Zn., Foxhol LEPANTO, Spanish
GIDEON	394	J.Th.Wilmink , Gideon HAABET, British; GAVIOTA, Nicar.
HERMANOS	356	J.Th.Wilmink, Groningen LA BONNE LORRAINE, French; GUGLIELMO, Italian.
HETTIE	446	Wortelboer & Co., Westerbroek. French.
JACOBA	407	N.V."Maas", Slikkerveer TABASCO, Belg.; HORISONTE, Port.
MARIA	355	J.Th.Wilmink, Groningen ELLY, Netherlands.
ROZETTA	358	G.& H.Bodewes, Martenshoek MORNAR, Jugosl; LUIGIA GARRE, It.
WEESPERSKARSPEL	406	G.& H.Bodewes, Martinshoek LAARDERMEER; PETER, German.
	1919	
BOVENKARSPEL (aux)	615	Wortelboer, Westerbroek. Netherlands; TINA, Ital.(4m.Sch.)
GARY	406	Gebr.Tak, Geertruidenberg GRIETJE, Netherlands.
GEBROEDERS BODEWES	IX 319	Gebr.Bodewes, Martenshk. RAP; CARGO CARRIER; ANTIGOON, Belgian; EUGENIE, Sweden. (Conv.to full-power motorship).
GEBROEDERS BODEWES	X 320	Gebr.Bodewes, Martenshk. KWIEK; CARGO SHIPPER, British; MIRAMAR, Argentine. (Conv.to full-power motorship)
NAVIS II	407	Gebr.Bodewes, Martenshoek UBBEKARSPEL; SNEEKERMEER; HELA NAVAL, German.

(to be continued)

UNITED KINGDOM LAUNCHINGS 1885, BY BUILDERS

(All vessels are IRON unless shown otherwise)

Name	Later	Rig	Gross	First owner Later owner, who changed the name as indicated
				Campbell, Mackintosh & Bowstead, Newcastle
MELATI		Bark	1152	J.Koning & Van Delden, Rotterdam
				Palmers Shipbuilding & Iron Co.Lim., Jarrow, Newcastle-on-Tyne
DOVENBY HALL		Ship	2069	Herron, Dunn & Co., Liverpool
	SYPHILDE			J.F.Arens, Germany
	HENRIETTE			E.C.Schramm & Co., Bremen
	MEARIM		1917	Requisitioned by Brazilian Government
	ALMIRANTE SALDANHA			Lloyd Brasiliero, Rio de Janeiro
FOUR WINDS		Ship	1857	G.N.Gardiner & Co., Liverpool
				S.P.Austin & Son, Sunderland
LIMENA		Bark	1084	W. Nicol & Co., Liverpool
MAGNAT		Bark	1010	Gerd Bolte, Elsfleth
				W. Doxford & Sons, Sunderland
CADWGAN	(STEEL)	Bark	1303	R. Thomas & Co., Liverpool
KATE THOMAS		4m.Ship	1748	K.T.Sailing Shp.Co.(W.Thomas & Co.), Liverpool
PRINCIPALITY		4m.Ship	1758	P.Ship Co.(W.Thomas & Co.), Liverpool
RICHARD HAYWARD		4m.Ship	1687	R.H.Shp.Co.Lim.(W.E.Jones & Co., Bangor), Carnavon.
				Sir James Laing, Sunderland.
MILTIADES	(STEEL)	Bark	1432	T. Scott, Sunderland
	CAMBRIAN WARRIOR			Williams & Roberts, Liverpool
NORTHERNHAY		Bark	1369	R.H.Gayner, Sunderland
				Osbourne, Graham & Co., Hylton, Sunderland
CAMBRIAN CHIEFTAIN		Bark	1492	T. Williams & Co., Liverpool
	DOVA LISBOA			A/S Silva, Oslo
				W. Pickersgill & Sons, Sunderland
CHALA		Bark	1057	S.Wakeham & Sons, Liverpool
CHEPICA		Bark	1058	S.Wakeham & Sons, Liverpool
	BRIS		1907	A/S Bris (Johan H.Bang), Grimstad
				R. Thompson & Sons, Sunderland
ASTORIA		Bark	1477	P. Iredale & Son, Liverpool
				W. Gray & Co., West Hartlepool
BALLUMBIE		Bark	1190	W.B.M'Gavin, London
LATIMER		Ship	1784	J. Lidgett & Sons, London.
	MAELLA		1912	M. Bruusgaard, Drammen
LIMACHE		Bark	824	Bk.L.Lim.(F.H.Vaughan), Liverpool
MIDNATSSOL	(STEEL)	Bark	1236	F.Smith Petersen, Grimstad
				Richardson, Duck & Co., Stockton
CUTHONA		Ship	1752	J.H.Worthington, Liverpool
FAIRHOLME		Ship	1755	Carr & Ashcroft, Liverpool
HARLAND		Ship	1742	W. Lund, London
	WILHELMINE			H.H.Schmidt, Hamburg
	BENNESTVEDT		1912	G.C.Brøvig, Farsund
INDORE		Ship	2146	Eyre, Evans & Co., Liverpool
SOUDAN		Ship	1751	British & Eastern Shipping Co., Liverpool
				Cochrane, Hamilton & Cooper, Beverley
EDITH MARY		Bktn	349	J.C.Peacock, Glasgow.

Oswald, Mordaunt & Co., Southampton

ALADDIN		Ship	3689	Haws, Lawson & Co., Liverpool
BACTRIA		Ship	2170	T. & J. Brocklebank, Liverpool
	LOCH FINLAS	1898		James Sproat, Liverpool
CONDOR		Bark	1358	G. Petrie, London
FULWOOD		Ship	2170	R.W.Leyland & Co., Liverpool
HALEWOOD		Ship	2153	Sl.Shp.H.Co.(R.W.Leyland & Co.), Liverpool
	SONGVIC	1914		A/S Christiansand (S.O.Stray & Co.), Kristiansand
SCOTTISH GLENS		Ship	2115	W.H.Ross & Co., Liverpool
	HAUGAR	1922		S.Rasmussen, Haugesund (Motorship)
SOUTHGATE		Ship	2170	Chadwick & Pritchard, Liverpool
(ordered by R.W.Leyland & Co.as TOXTETH, but never so documented)				
	WAVERTREE			R.W.Leyland & Co., Liverpool
WOOLTON		Ship	2152	Sl.S.W.Co.Lim.(R.W.Leyland & Co.), Liverpool

R. & J. Evans & Co., Liverpool

ALLIANCE		Bark	993	R.H.Roberts, Liverpool
WESTGATE		Ship	1921	Chadwick & Pritchard, Liverpool

W.H.Potter & Sons, Liverpool

LANGDALE		Ship	2047	J.D.Newton, Liverpool
MARLBOROUGH HILL		4m.Bark	2531	Sl.Shp.M.H.Co.Lim.(W.Price & Co.), Liverpool

T. Royden & Sons, Liverpool

BUCCLEUCH		Ship	2055	W.H.Ross & Co., Liverpool
	MAROSA	1910		A/S Marosa (K.Bruusgaard), Drammen
GLENESSLIN		Ship	1821	J.R.de Wolff & Sons, Liverpool
GLENERICHT		4m.Ship	2434	L.H.McIntyre & Co., Liverpool
	MARIECHEN	1909		Robt.Mattson, Mariehamn
QUEEN OF ENGLAND		Ship	2122	Donald Kennedy, Liverpool
	WEGA	1899		W.A.Fritze, Bremen
	SUAREZ No.2	1918		L.& V.Suarez, Vigo

Barrow Shipbuilding Co.Lim., Barrow

DRUMCRAIG		4m.Bark	1970	Gillison & Chadwick, Liverpool

R. Williamson & Son, Workington

GRASSENDALE		Ship	1860	Sl.Shp.G.Co.Lim.(R.W.Leyland), Liverpool
	IMPERATOR ALEXANDER II		1899	G.Granlund, Raumo
	ERNST		1919	S.Loftman, Stockholm

Ritson & Co., Maryport

ELLENBANK		Ship	1464	Builders

S. McKnight & Co., Ayr

LINDA PARK		Bktn	357	J.W.Valentine & Co., Belfast (STEEL plating; iron frame)

Troon Shipbuilding Co., Troon

MANDARA	(WOOD)	Bktn	211	T. Steele, Ayr.

Birrell, Stenhouse & Co., Dumbarton

BEN AVON	(STEEL)	Bark	1470	Watson Brothers, Glasgow
FORFARSHIRE		Bark	1354	Thomas Law & Co., Glasgow
	ALEXANDRA	1911		Jacob Prebensen Jr., Risør

A.McMillan & Son, Dumbarton

ABERFOYLE	(STEEL)	Ship	1661	J.A.Sillars, Glasgow
	HANSY	1910		H.G.Andersen, Fredriksstad
ARIADNE		Bark	1213	A.M.Lawrence & Co., London
BOWMAN B. LAW		Bark	1390	W. Law, Yarmouth, N.S.

(continued on next page)

A.McMillan & Son, Dumbarton, continued.

CELTIC CHIEF	Ship	1786	Parry, Jones & Co., Liverpool
ARTENSIS	1911		A/S Artensis (Sigurd Bruusgaard), Drammen
FRANCES FISHER (STEEL)	Bark	1477	McIlwraith, McEachern & Co., London
GARTMORE (STEEL)	Bark	1079	Thomson, Dickie & Co., Glasgow
BADEN			J.A.W.Wimmer (Lisbon), Hamburg
PORTO	1913		A.Gomes, Soc.en Cta., Oporto
MARION CROSBIE (STEEL)	Bark		Rogers & Co., Glasgow (1053 gross tons)
GIUSEPPE D'ABUNDO			

Russell & Co., Greenock and Port Glasgow. Greenock yard.

ANAMBA	Bark	1142	P. Denniston & Co., Glasgow
AFRICA	1898		Glama & Marinho, Oporto
BANDANEIRA	4m.Bark	1944	P.Denniston & Co., Glasgow
EURASIA	Ship	1874	J. & W. Goffey, Liverpool
HILSTON	Ship	2085	H.Ship Co.Lim.(Grahams & Co.), London
LUCIPARA	4m.Ship	1943	P. Denniston & Co., Glasgow
MALAYSIA	Ship	1876	J. & W. Goffey, Liverpool
MOY	Ship	1697	J. Nourse, London.
NATUNA	Bark	1137	P. Denniston & Co., Glasgow

Port Glasgow Yards

ARCTIC STREAM	Ship	1584	A. L. Polson, Glasgow
AVOCA	Ship	1703	J. Nourse, London
CLAN MACPHERSON	Ship	1680	Thomas Dunlop & Sons, Glasgow
DEE	Bark	1169	P. MacFarlane, Port Glasgow.
DON	Bark	1168	Peter MacFarlane, Port Glasgow
DUNDALE	Bark	1169	J. Donn & Sons, Glasgow
NICOLA D'ABUNDO	1900		D'Abundo, Genoa
MARIA	1910		Lubrano, Naples
CRISTOBAL LLUSA	1912		Llusa, Barcelona (later Montevideo).
EARL DUNRAVEN	Bark	1348	A.McAlister (W.& J.Crawford, mgrs.), Glasgow
EARL ROSEBERY	Bark	1174	J. Russell (W.Crawford, mgr.), Glasgow
LAKEMBA	1889		P. Denniston, Glasgow
EARLSCOURT	Bark	1166	W.J.Kidd, Liverpool
FIFESHIRE	Bark	1358	Thomas Law & Co., Glasgow
HYDERABAD	Bark	1147	W. & J. Crawford, Greenock
SUMBAWA			P. Denniston, Glasgow
ISABEL BROWNE	Bark	1326	Browne & Watson, Glasgow
KILMORY	Ship	1630	Kerr, Newton & Co., Glasgow
CASSIUS			
ASGERD	1909		Jens Marcussen, Lyngør
PORT SONACHAN	Bark	1166	Crawford & Rowat, Glasgow
BASCONIA	1920		Zabilde y Zulaica, Bilbao
ROHILLA	Ship	1662	Foley & Co., London
SARDHANA	Bark	1146	W. & J. Crawford, Greenock
SOUDAN	Ship	1567	G.M.Steeves, Liverpool
TAY	Ship	1664	P. McFarlane, Port Glasgow
VICTORIA BAY	Bark	1173	Hatfield, Cameron & Co., Glasgow
WAVERLEY	Bark	1166	Russell & Pinkerton, Glasgow

Robert Duncan & Co., Port Glasgow

ATALANTA	Ship	1753	Ninian Hill, Greenock
CORRYVRECHAN (STEEL)	Bark	1356	H. Hogarth, Ardrossan
SVENØR	1910		T. Dannevig & Co., Sandefjord
EUPHROSYNE (STEEL)	Ship	1905	Colin S. Caird, Greenock
MINNYHIVE	Bark	1348	T.C.Guthrie, Glasgow
OCHTERTYRE	Bark	1354	Hugh Hogarth, Ardrossan
RUTHWELL	Bark	1348	T.C.Guthrie, Glasgow
TIMANDRA	Ship	1561	G.F.Smith (St.John, N.B.), Glasgow

W. Hamilton & Co., Port Glasgow

GLENLORA (STEEL)	Bark	1281	Dundee Shipowners Co.(W.O.Taylor & Co.), Dundee

John Reid & Co., Port Glasgow

JOHN O'GAUNT	(STEEL)	Bark	1338	Thomas Bell, Liverpool
ORELLANA	(STEEL)	Bark	894	Nicholson & McGill, Liverpool

H.McIntyre & Co., Paisley

WILLIAM EGGERTS		Bark	1354	N. Brantjes, Purmurende, Netherlands.

Barclay, Curle & Co., Glasgow

ARMIDA	(STEEL)	Ship	1710	W. Lethom, Greenock
	ARDLEMOUNT			R. Ferguson & Co.
	RJUKAN	1906		Leif Gundersen, Porsgrund
COUNTY OF EDINBURGH		4m.Ship		R. & J. Craig, Glasgow (2160 gross tons)
	FRIEDA	1903		A. Witte, Bremen
LOCH BROOM		4m.Ship	2128	Aitken, Lilburn & Co., Glasgow (Gen'l Shipp.Co.)
	SONGDAL	1912		S.O.Stray & Co., Kristiansand
LOCH CARRON		4m.Ship	2120	General Shipping Co., Glasgow

Charles Connell & Co., Glasgow

CHARLES CONNELL		Ship	1734	John Black & Co., London
EDINBURGH		Bark	1473	Branwell & Gardiner, Glasgow
LISMORE		Ship	1676	J. Gardiner & Co., Glasgow
SIRENIA	(STEEL)	Ship	1670	R. McMillan, Glasgow

London & Glasgow Co., Glasgow

GIRVAN	(STEEL)	Bark	1337	David Hunter, Ayr
NOSSHEAD		Bark	1109	J. Hay, Glasgow
PASS OF LENY		Bark	1316	Gibson & Clark, Glasgow
	MINERVA			
	EDOR	1916		H.T.Realfsen, Skien
	HOLDANA	1917		J.Asmussen, Copenhagen

A.Stephen & Sons, Glasgow

ABERCORN		Bark	1341	P.H.Dixon & Co., Glasgow
ARDENCAPLE	(STEEL)	Ship	1782	Edmiston & Mitchells, Glasgow
BRYNHILDA		Ship	1302	J.W.Carmichael (New Glasgow, N.S.), Glasgow
CIRCE		Ship	1601	A.C.Le Quellec, Bordeaux
	KARMØ	1903		O.G.Gjessen, Skudesnes
	CAIBUCO	1925		Jerman Oelckers, Puerto Montt, Chile

J. & G. Thomson, Glasgow

ALBUERA	(STEEL)	Ship	1554	James Hardie, Glasgow
	CIS	1911		Th.Brøvig, Farsund
	FREMAD I	1917		Skibs A/S Fremad (J.M.Jacobsen & Co.), Sandefjord

W.B.Thompson, Glasgow

CHILI		Bark	1308	A.D.Bordes, Bordeaux
FIRTH OF SOLWAY		Bark	1313	J.Spencer & Co., Glasgow
FIRTH OF STRONSA		Bark	1319	J.Spencer & Co., Glasgow
	SARA	1904		H. Jacobsen, Fredrikstad
KING MALCOLM		Bark	1327	J.A.Walker & Co., Glasgow (Main deck beams STEEL)

W. Kinloch, Kingston

AFGHAN CHIEF	(WOOD)	Bktn	284	W.Kinloch, Banff

Alexander Hall & Co., Aberdeen

ROSALIND		Bark	365	J. Sutcliff & Son, Grimsby
TORRIDON		Ship	1564	A. Nicol & Co., Aberdeen
YALLAROI		Ship	1565	A. Nicol & Co., Aberdeen
	SANTA CATERINA	1916		A.Corrado, Genoa

A. Stephen & Sons, Dundee

THETIS	(STEEL)	Bark	1352	Builders
	HIPPALOS	1911		Emil Knudsen, Lillesand
	ALBERTINE BEATRICE	1917		P.Landberg & Zoon, Batavia

Grangemouth Dockyard Co., Grangemouth

CLYTIE	(STEEL)	Bktn	334	Clyde SS Co.Lim.(Townsend & Spearing), London
ILMA	(STEEL)	3m.Sch	345	A/S Ilma (F.Klem), Kristiania (COMPLETED 1886)
MARGARET MURRAY	(STEEL)	3m.Sch	184	A. Murray, London.
	SARAH JONES	1916		British Admiralty: Q-Ship.

Ramage & Ferguson, Leith

CROWN OF INDIA		4m.Bark	2056	Robertson, Cruickshank & Co., Liverpool
CROWN OF ITALY		Ship	1618	Robertson, Cruickshank & Co., Liverpool

P. Rodgers, Carrickfergus

EDITH CROSSFIELD	(WOOD)	3m.Sch	120	J. Fisher & Sons, Barrow
GEORGE B. BALFOUR		3m.Sch	203	J. Fisher & Sons, Barrow (Steel plate; iron
GLENAVNA PARK		Bktn	368	J.W.Valentine & Co., frame: both vessels) Belfast.

Harland & Wolff, Belfast

CALLAO	(STEEL; FLOORS & BEAMS IRON)	Bark	1017	North Western Shipp.Co.Lim., Liverpool
QUEENS ISLAND		Bark	2093	S. Lawther, Belfast
	STRATHDON			George Thompson & Co., Aberdeen
	GERS	1906		A.D.Bordes & Fils, Dunkirk
SANTIAGO	(STEEL; FLOORS & BEAMS IRON)	Bark	1017	North Western Shipping Co.Lim., Liverpool
TALOCKDAR	(STEEL)	Ship	2120	T. & J. Brocklebank & Co., Liverpool
ZEMINDAR	(STEEL; iron floors)	Ship	2120	T. & J. Brocklebank & Co., Liverpool
	OTTO GILDEMEISTER	1900		D.Cordes, Bremen
	HOMEWARD BOUND	1901		Hind, Rolph & Co., San Francisco
	STAR OF HOLLAND	1909		Alaska Packers Association, San Francisco
	HOMEWARD BOUND	1937		(barge) Island Tug & Barge Co., Victoria, B.C.

Workman, Clark & Co., Belfast

FORT JAMES		Ship	1755	Clark & Service, Glasgow
	GARSDALE			Macvicar, Marshall & Co., Liverpool
POLLY WOODSIDE		Bark	670	Bk.P.W.Co.Lim.(W.J.Woodside), Belfast
	RONA			Turnbull, Lyttleton, N.Z.

UNITED KINGDOM SHIPBUILDING IN 1885

For the bulk of the above data we are indebted to Andrew Nesdall of Boston, who first tabulated the launchings recorded in "Lloyd's List" for 1885, and then checked them against the launching lists for 1885 reported in the "Marine Engineer." We have consulted "Lloyd's Register" for 1887 to verify owners and tonnages. Capt H. Daniel of Montevideo supplied data on a few vessels that were lost before 1887.

Potter's MARLBOROUGH HILL, 2531 gross, was the largest ship of the year, and there were several four-masters under 2000 tons. Oswald, Mordaunt built some big full-riggers for Leyland, and Harland & Wolff built the outsize bark QUEEN'S ISLAND.

Ships later American included DRUMCRAIG, registered in Victoria, B.C., by San Francisco interests from 1901 until she went missing in 1906; HILSTON, which was owned in Mobile during World War I and lost in February 1920; TIMANDRA, which was registered in Boston from 1914 until she disappeared in 1917; BRYNHILDA, another Plate trader, scrapped in 1925; CIRCE, which as CALBUCO was last managed in New York under Panama colors, during and after World War II; CALLAO, registered in San Francisco as a repaired wreck in 1915 and scrapped in 1926 after being burnt out on the Chilean coast; SANTIAGO, once under the Hawaiian flag, as late as 1944 an oil barge at Juneau, Alaska; and ZEMINDAR, still afloat.

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OF RECENT MARITIME HISTORY

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THE SHIPBUILDERS OF THOMASTON. II -- SAMUEL WATTS

Maine produced a number of partnerships and a few individuals and corporations who built up important fleets of wooden sailing vessels. In most cases the actual ownership of the vessels was rather widely distributed, the master owning an appreciable interest, ship-chandlers and brokers in ports to which the vessels traded often investing in small shares, the sailmaker, rigger, and master carpenter usually taking another fraction, and most of the rest being taken up by people in the nearby towns with money to invest -- money that usually represented dividends from their ownership in older vessels.

Marine insurance was commonly ignored, shareholders spreading their risks by having small equities in a fair number of craft; deductions for depreciation and even maintenance were also ignored, so that operating profits were distributed as fast as they accrued, usually at the end of each paying voyage. Repairs were on a pay-as-you-go basis; severe repairs might be followed by an assessment of the part owners, and moderate repairs by many months with no dividends.

Reinvesting of dividends in new construction was the equivalent of maintaining a depreciation account; however we should keep this requirement in mind when interpreting the earning figures that have been handed down to us from the wooden ship days. New vessels in good times often paid dividends of 30% yearly on their first cost; but part of this amounted to a return of capital, and part should be allowed against the insurance risk. Not all sailing ship owners became rich.

The managing owners of shipping, the men in whose names the vessels are entered in the register books, seldom owned even a majority in the vessels flying their houseflags. Edward O'Brien was the rare exception; more often 3/16 or 5/32 might be the managing owner's share. Most Maine managing owners specialized in either coasting schooners or deep water square-riggers after 1860. The Sewalls of Bath, however, and a few others had coasters among their fleets of Cape Horn traders; and Samuel Watts of Thomaston operated both types in nearly equal numbers.

The Watts line in America goes back to 1719, when William Watts came to Boston during the wave of Scotch-Irish immigration. His second son, Samuel, was born on Long Island in Boston Harbor and moved to St.George, Maine; and Samuel's eldest son was Captain Joseph Watts (1773-1841). Most of the Wattses followed the sea: it is stated that of the over 100 shipmasters hailing from Thomaston in 1883, 25 were named Watts. Captain Joseph contributed his share to this total, and his 9th child, born at St.George on 3 Oct.1812, was Samuel Watts.

At 15, young Samuel "hired out" for $6 a month. The following year he received $8, and for his fourth year he was paid $10 a month. At 19, in the family tradition, he shipped out as cook in the brig PENSACOLA. Within four years he was master of Edward O'Brien's new brig HECTOR, which he sailed for 15 months, finally losing her on Gay Head. Then he took the brig ANN MARIA for J.H.Counce, and from her went to O'Brien's new JEFFERSON for two years. During the '40's, he took a succession of new O'Brien brigs and barks from the stocks: MONROE, CLARISSA, ELLIOT, FRANKLIN, and PARIO. Then he had the brig McMAIN, ship JAMES NESMITH, ship FRANKLIN KING, and the new Damariscotta-built ship WESTERN EMPIRE.

Captain Watts already was a partner in the Thomaston firm of O'Brien, Watts & Co. (Edward O'Brien, Samuel Watts, and Wm.C. Burgess), and in 1851 he quit the sea to attend to his shore interests. In the next few years his firm built the ships S.CURLING and VESPER, following which, as already related, both O'Brien and Watts withdrew in 1855, each to continue building on his own account. The following vessels were built

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by Samuel Watts after 1855:

YEAR	RIG	NAME	Tonnage OLD GROSS	
1856	Ship	BARNABAS WEBB	1299	
1857	Ship	BOLINA	1198	
1858	Ship	JOSEPH FISH (1st)	1199	
1860	Ship	COLONEL ADAMS	1314	
1862	Ship	GENERAL McCLELLAN	1349	1583
1863	Ship	GENERAL BERRY	1197	1391
1864	Ship	MONTPELIER	1458	1609
1865	Ship	HENRY L. RICHARDSON		1623
1866	Ship	JOSEPH FISH (2d)		1262
1866	Ship	L.B.GILLCHREST		1157
1867	Ship	KENDRICK FISH		1326
1868	Ship	JANE FISH		1493
1869	Bark	KATE HARDING		714
1869	Ship	LORETTO FISH		1945
1870	Ship	SAMUEL WATTS		2035
1871	Ship	ELIZA McNEIL		1583
1871	3mSch	ANNIE BLISS		334
1872	3mSch	HATTIE TURNER		295
1872	3mSch	MARY A. POWER		497
1873	3mSch	CATHIE C. BERRY*		319
1873	3mSch	GRACE BRADLEY		557
1873	3mSch	F. L. RICHARDSON		514
1874	3mSch	THOMAS R. PILLSBURY		527
1874	3mSch	JOSEPH SOUTHER		380
1874	Ship	ABNER I.BENYON**		2043
1875	3mSch	C.W.LEWIS		322
1875	Ship	H.S.GREGORY		2020
1876	Ship	JOHN T. BERRY		1420
1877	Ship	ALFRED D. SNOW		2075
1877	Ship	LEVI G. BURGESS		1616
1878	Ship	SNOW & BURGESS		1655
1881	3mSch	NELSON BARTLETT		670
1881	Ship	JOSEPH B. THOMAS		1938
1882	Ship	CYRUS WAKEFIELD		2013
1883	3mSch	ELBRIDGE SOUTHER		692
1883	Ship	R. D. RICE		2263
1883	3mSch	HORACE O. BRIGHT		681
1884	3mSch	HENRY SOUTHER		715
1884	3mSch	JOHN K. SOUTHER		776
1885	4mSch	WM. J. LERMOND		887
1885	4mSch	SIDNEY G. HUPPER		974

*ex J.T.BERRY. **rn.ALFRED WATTS

In addition, Samuel Watts served as managing owner or agent of several other vessels, including his old command JAMES NESMITH, the ship JUVENTA of 1855; the bark MUTUAL, 611 tons, built by T.P. Burgess at Warren in 1860, of which he took 1/8 of hull and spars at $40 a ton, and sold in Liverpool in 1863 for £5150; Burgess, O'Brien's bark MARTHA A.McNEIL; the 551-ton bark LEONIDAS, built at St. George in 1866; and the schooner JUNE BRIGHT, built at Bath by William Rogers in 1882.

In building BARNABAS WEBB and BOLINA, Watts was associated with Alexander Mc Callum, a native of Warren. Thereafter Samuel Watts operated independently until joined by his brother Alfred. Captain Alfred Watts (1816-1882) had taken the JUVENTA from the stocks, next the BARNABAS WEBB, and then the GENERAL McCLELLAN. Then he also retired from the sea to join Samuel, managing the shipyard and taking a small share in each vessel.

The earlier Watts ships were built by master carpenter John Hilt, who had previously built for O'Brien, Watts & Co. The MONTPELIER, in 1864, was built by J.Small, and then for several years Watts dealt with the firm of Patterson & Watts (John A.Patterson and Joseph Watts; brothers-in-law) as contract builders. Their last product was the JOHN T.BERRY in 1876, following which John Hilt again conducted operations in the Watts shipyard, constructing all the later vessels including the R.D.RICE. Who was responsible for the schooners is not now certain, although Niven Mehan is listed as builder of the SIDNEY G. HUPPER in 1887.

Samuel Watts owned a yard on the St. George River at Thomaston, but at times, when building was brisk, would lease another site. The usual method of building was for S.Watts & Co. to enter into a contract with the master builder to turn out a vessel of a given model and size, to class with Bureau Veritas, at a price agreed on per ton, builders' measurement, for hull and spars. Separate contracts were made with riggers, sailmakers, etc., and stores, boats, cabin furnishings, and sundry articles purchased to fit the vessel for sea. Meanwhile prospective part-owners were found, and the various shares to be distributed were agreed upon. The amounts that Samuel and Alfred Watts took themselves varied widely. Samuel had 22/64 of the first JOSEPH FISH, 3/16 of BARNABAS WEBB, 14/64 of GENERAL McCLELLAN, 5/8 of MONTPELIER, 11/32 of HENRY L.RICHARDSON, 12/32 of the second JOSEPH FISH, 1/32 of the SAMUEL WATTS, 3/32 of ELIZA McNEIL, ¼ of MARY A.POWER, 3/16 of THOMAS R.PILLSBURY, 9/64 of H.S.GREGORY, 2/64 of JOHN T. BERRY, and 5/16 of KENDRICK FISH, to give only a few examples. Alfred Watts owned 1/8 of KENDRICK FISH, MONTPELIER, and GEN. McCLELLAN, and 1/16 of most of the other square-riggers. Samuel Watts and Edward O'Brien each owned 5/32 of the L.B.GILLCHREST.

After the building of the R.D.RICE -- "lovely and lofty", as Masefield described her -- which was the last full-rigger built in Thomaston, the Watts yard was taken over by Washburn Brothers, whose fleet will be described in a later story in this series.

As the ship names indicate, Joseph Fish of Waldoboro was a shareholder in many Watts vessels, generally with a 16th. More sub-

stantial interests were held by the partners in Snow & Burgess, shipbrokers of New York City, and management of several of the vessels was transferred to them a few years after launching. The senior partner, Ambrose Snow, and the junior partner, Captain Joseph Swift Burgess, had both been born in Thomaston or Warren in 1813, and the latter was the older brother of Wm.C.Burgess of Burgess, O'Brien & Co., and the father of Levi G.Burgess. Alfred D.Snow, Ambrose's son, was with his father's firm, and later with the New York house of W.R.Grace & Co.

The Watts agents in Liverpool were more transplanted Thomastonians, R.L. Gillchrest & Co., Levi B.Gillchrest being a member of that firm as well as J.S.Burgess' brother-in-law.

Captain Samuel Watts married Clarissa Mills. They had no sons who grew up, but raised three daughters. One, Mary Jane, sometimes helped her father with his accounts, and died at Thomaston at 98. Sarah married Capt.John B.Emerson of Boothbay, who took her as a bride in 1867 on a voyage to Yokohama in the ship VALLEY FORGE. She became ill on the outward passage and they returned to San Francisco by steamer, but she died at Oakland in 1868. The third daughter, Emma, married Charles W.Lewis, a lumber merchant of Boston. Their son, Samuel Watts Lewis, has furnished much of the information in this account.

Capt.Emerson commanded at various times the L.B.GILCHREST, JOHN T.BERRY, KENDRICK FISH, and ELIZA McNEIL. Captain Alfred Watts' only son, Edward Brown Watts, commanded the KENDRICK FISH and later the ABNER L.BENYON. Matthews in "American Merchant Ships" states that Capt.James Watts, who lost the JOHN T.BERRY, was a son of Samuel Watts, but this is in error; his father was another James Watts. Two of Samuel Watts' grand-nephews commanded schooners: Samuel Watts 2d, who had the NELSON BARTLETT, SIDNEY J.HUPPER, and later Washburn Bros'. CHARLES L.DAVENPORT, and Joseph W.Watts in the JOSEPH SOUTHER and the Washburns' MARTHA T.THOMAS. This by no means exhausts the list of Watts masters in Watts vessels.

Samuel Watts moved his residence to Boston in the early 1880's, but kept his Thomaston house for a summer place. On his retirement in 1897, Baring Bros.wrote: "We sincerely regret that your account, which is one of the oldest of our New England names, should be closed." Captain Watts died at Boston in 1900.

A ship of 1248 tons built at Thomaston in 1855 by Stetson, Gerry & Co., had been named SAMUEL WATTS, but she was managed by her builders, and Samuel Watts probably owned only a small share in her, as he did in many other Thomaston vessels around that time.

Of the earlier Watts vessels, BARNABAS WEPT was sold in London in 1863; BOLINA was lost on Berry I., Bahamas, 12 Nov.1857; GENERAL BERRY was sold to Amsterdam owners in 1874, renamed AUGUSTE, and was finally abandoned at sea in March 1891 under the Norwegian flag. JOSEPH FISH of 1858 went missing in May 1862 after leaving Rangoon for Falmouth; COL.ADAMS was sold to Liverpool owners in 1882 and lost by fire the year following; MONTPELIER was sold at auction after being aground at Rangoon in July 1872. HENRY L.RICHARDSON, like several other Watts vessels, was sold to German owners for the barrel-oil trade; she was renamed FRITZ in 1881, and 20 years later became the barge GASTON of Baltimore, serving in that capacity for another dozen years.

(to be continued)

IRISH PENNANTS

FORT LARAMIE NOT A BARKENTINE

Winston Langdon reminds us that FORT LARAMIE (LC 2:4) was a six-masted schooner, not a barkentine. There is a photo of her on p.306 of Villiers' "Sea Dogs of Today".

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NEW NATIONAL FLAG FOR CEYLON

The design that has been chosen for the new national flag of Ceylon is basically that of the old Tamil kings -- a square red flag with a golden lion carrying a sword erect in his right forepaw, facing the staff, and enclosed in a single gold tressure -- to which is added two vertical stripes, green next the staff for the Moslems, and saffron next to it for the Tamils. Final approval still is awaited.

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THE NEW ZEALAND MARINE NEWS

Under the above title the New Zealand Ship & Marine Society publishes a bimonthly mimeographed publication of information on the merchant and naval shipping of New Zealand, which is now in its second year.

Membership in the Society is open to anyone interested in the field, and dues for residents of North America are $1.50 per year. Address J.P.Barrett, Esq., Hon. Secretary, 57 Para Street, Miramar, Wellington E 4, New Zealand.

Recent issues of the "N.Z.Marine News" have included several interesting accounts of sailing in New Zealand coasting schooners, as well as much current information on steamers, naval vessels, and hulks.

MORA: FIRST FOUR-MASTED BARKENTINE?

Mr. Frank Thober of Nutley, N.J., an indefatigable searcher among classification society registers, has sent us some listings of a vessel called MORA, with the suggestion that she belongs in the list of East Coast four-masted schooners. From what we can find of her, however, we are more inclined to use her to head up a list of four-masted barkentines.

The MORA was originally the U.S.Navy gunboat AGAWAM, built at Portland, Maine, near the Gas Works, by George W.Lawrence. George Pierce of Portsmouth was her master builder. She was to have been sent down the ways on 20 April 1863, but mutton tallow had been used to grease them "instead of the proper material", and she was not launched until 1 PM of the 21st.

A double-ended side-wheeler of 205 x 35 x 11½ ft., the AGAWAM cost the government $157,000. She was scheduled to proceed to the Portsmouth Navy Yard after receiving her machinery, and was commissioned 9 March 1864. She was armed with 2 rifled 100 pdr.Parrotts, 4 smoothbore Dahlgren 9-inchers, and four smaller pieces, all of which she used in action against rebel batteries in the James between 14 July and 4 Aug.1864. On 31 Mar. 1867 she was decommissioned at Norfolk and her machinery was taken out, and on 10 Oct.her hull was sold at auction to James Power of Norfolk for $3700.

Power seems to have resold her to a Capt.Gibson of Boston, who had her towed to Baltimore during the first week of April 1868. Here his agents, Hatch, Loud & Co., put the hull in Booz Bros.yard at Canton, and she was rebuilt as a sailing vessel especially designed for the lumber trade. In May her name was changed to MORA, and on 3 July she sailed for the River Plate with a cargo of naval stores and lumber shipped by C.M.Stewart, with Capt.J.A.Mitchell in command.

The MORA went down the Bay in tow of the steamer MARY SHAW, but was reported on the 6th as arriving at Fortress Monroe, leaking badly. She was towed back to Baltimore by the tug RESOLUTE, arriving on 13 July. She sailed again on 30 August, and thereafter passes from our view, except for the register entries.

Strangely enough, although all the marine reports indicate that she was an American vessel, no document can be found for MORA at the National Archives. We have searched and the Archives staff has searched, without results, so that no official description of her rig is available. The "Record" for 1872 and 1873 describes her as a four mast schooner of 637 tons, owned by O.Damon of New York; while "American Lloyds" for 1873 calls her a four mast barkentine of Montevideo, no owner or master being listed.

The Baltimore "American", without ever specifying the number of masts, usually referred to her as a bark, but changed this to barkentine on three occasions. The "Sun", was more liberal with the designation barkentine, and on 14 July, the day after she put back from Fortress Monroe, took the occasion to remark that she was an unusual sight with her four-masted rig.

Unless there was some unrecorded change in plan, however, an earlier "Sun" story pretty definitely clinches her rig as that of a four-masted barkentine. On 11 May a city item in the "Sun"told of her being in the Booz yard (andincidentally correctly predicted that she would go out to the Plate and remain there), remarking that "she is now being transformed into a sort of nondescript, a four-masted schooner with the foremast square-rigged."

Thus there seem to be three American "firsts" among these rerigged gunboat hulls: the ELIZA ex-OSCEOLA, first four-masted schooner on the Atlantic; MORA ex-AGAWAM, first four-masted barkentine; and the HATTIE C.BESSE ex-GENESEE, first American vessel with two masts square-rigged, two schooner-rigged. These three were almost sister ships in their dimensions, and were contemporaneous in their conversion to sail, all three having been sold at auction between 1 Oct.and 10 Oct.1868.

***

BALTIMORE SHIPPING IN 1868

Pursuing MORA, we turned up two items concerning Baltimore that may be of interest. In the Spring of 1868, barge loads of lumber (white pine) arrived at Baltimore directly from the Great Lakes, without trans-shipment, for the first time. Two canal boats, the MINEOLA of Buffalo, and the Ithaca-built JNO.VAN BUREN JR., were redocumented at Baltimore in June and August 1868, and were very likely concerned in this trade.

The other note concerns the arrival of German immigrants, 300 or 350 at a time, at Baltimore in German sailing vessels. There was such an arrival every week or so during this period. Some of the newcomers stayed at Baltimore, but most went on to the westward via the Baltimore & Ohio Railroad.

CORRECTIONS AND ADDITIONS TO THUMBNAIL HISTORIES OF THE EAST COAST 4-MASTERS

Pages indicated are those on which the original history was given.

Pages 94 and 118

ADDIE M. ANDERSON — KHPG 15 Feb.1899 total loss, Narragansett Pier, R.I.
AGNES MANNING (2d) — KMR Ex GEORGE TAULANE. Dec.1915 sold to Liverpool owners. Listed in "Lloyd's Register" till 1923.
ASBURY FOUNTAIN — KGVH Laid up May 1911; register abandoned 30 Sept.1914.

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C. B. CHURCH — KCSG Nov.1889 lost on voyage Baltimore to Boston.
C. S. GLIDDEN (1st) — KMDC 1 Nov.1897 lost on Mullet Shoals, Florida.
C. S. GLIDDEN (2d) — KNSG 16 March 1903 lost on Cape Lookout Shoals, N.Carolina.

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CHARLES E. BALCH — JWGH Lost on Chandeleur I., La., November 1901.
CHARLES L. DAVENPORT — KGVH Rn ASBURY FOUNTAIN: see above.
CHARLES DE ROUVRE — ex KHJD Ex MAJOR PICKANDS; abandoned at sea 1918 or 1919.
CHARLES WHITTEMORE — KVBN Hulk in Boston harbor, 1931.
CLARA GOODWIN — KFBH Lost: document surrendered 31 Dec.1904.
COMMACK — LKRW Laid up at Brooklyn, N.Y., 1926.

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EBENR. HAGGETT — KHVG 10 Nov.1902 lost in 33-25 N, 73-13 W.
EDNA M. CHAMPION — KLWM Missing since 12 Oct.1895, bound for Port Tampa, Fla.
EDWARD L.SWAN — LSCJ About 1940 became breakwater at Astoria, Long I., N.Y.
EFEU — ex KWLC Ex FLORENCE M.BELDING; owned Skien, Norway.
ELIZABETH RUTH — LMPJ As FLYING CLOUD engined 1922; scrapped 1927.
ELIZABETH T.DOYLE — KSQJ 30 July 1918 foundered off Diamond Shoal, S.C.
ELVIRA J. FRENCH — KHLV Lost at sea 15 Sept.1904.

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F. & T. LUPTON — KGBW Renamed ORANAIS; still owned in Oran, Algiers, 1929
FANNY ARTHUR — KJTH 14 Dec.1898 lost in 37-10 N, 65-54 W.
FLORENCE C. MEGEE — KTQV 25 Feb.1894 lost near Bodie I.Light, North Carolina.
FLORENCE M. BELDING — KWLC Rn.EFEU; see above.
FLYING CLOUD — ex LMBJ Ex ELIZABETH RUTH. Engine went into a new FLYING CLOUD, now FANTOME.
FRANCIS C. YARNALL — JVSD 27 April 1898 foundered in gale 100 mi SE of Hatteras.
GENL.E.S.GREELEY — KTWP Rn MONTENEGRO; foundered in February 1918.
GEORGE BAILEY — KHLN Abandoned in 41-05 N, 57-19 W; document surr.4 March'01.
GEORGE TAULANE — KLHR See AGNES MANNING above.
GEORGE C. THOMAS — KQMS Lost at sea in February 1903.

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GRACIE D.BUCHANAN — KFDM Wrecked at Nassau Inlet, Florida, 10 Feb.1910.
HAROLDINE — KCMQ Lost on Florida coast; document surrendered 8 Jan.1898.

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ISAIAH HART — KNDM Lost at sea; document surrendered 9 March 1900.
JAMES JUDGE — KGVN 16 Oct.1904 total loss, Palm Beach, Florida.
JAMES G.BEECHER — KGTD 13 Jan.1901 wreck abandoned at Wood Cay, Grand Bahama.
JAMES W. FITCH — KHDT Burned at sea 18 Dec.1901.
JOAN KIELBERG — LJKS Listed through 1944 as barge of St.John, N.B.; "recovered wreck."

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JOHN F. RANDALL — KJMG Foundered off Fire I., N.Y., about 3 Feb.1902.
JOHN K. SOUTHER — KGBF 11 March 1902 foundered on Bahama Banks.
JOHN W. LINNELL — KJWB 27 Oct.1903 lost at sea.
JONATHAN BOURNE — KBSH Total loss; document surrendered 30 June 1896.
LENA F. DIXON — KHRV As MONREGAN lost Florida Reef, Fla., 16 March 1902.
LIZZIE J. PARKER — KPLM 26 Jan.1901 wrecked on Courtown Key.

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M.VIVIAN PIERCE — LSCJ Rn.EDWARD L. SWAN; see above.
MAJOR PICKANDS — KHJD Rn.CHARLES DE ROUVRE: see above.
MARGARET (see p.58) — KMVG 26 March 1897 lost 7 mi E of C.San Antonio, Cuba.
MARJORIE — KHSG 15 Feb.1899 lost on Timbalier I., Louisiana.
MARY E.H.G.DOW (2d) — KLWH Register abandoned at Key West 8 June 1916.

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MONHEGAN KHRV Rn.Nov.1891 from LENA F. DIXON: see preceding page.
MONTENEGRO ex KLWP Ex GENL. E. S. GREELEY; foundered in February 1918.
N. E. TURNER (p.63) Hulk at St.Georges Harbor, Bermuda, 1936.
ORANAIS ex KGBW Ex F.& T.LUPTON; see preceding page.
PENDLETON BROTHERS KPLC Lost at sea 28 November 1902.

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SALLY WREN LJDQ Ashore in a disused channel, west coast of Bermuda; floated but condemned; hull at St.Georges, 1936
SIDNEY G. HUPPER KDVN Wrecked at Grand Turk in a hurricane, Sept.1888.

Page 10.

VICTORY KWLC 1909 rn FLORENCE M.BELDING; 1916 Norwegian EFEU, of Skien.

(Information in the above was received from Messrs. R.H.I.Goddard, R.H.Burgess, J.W.Johnson, J.W.Somerville, S.W.Lewis, and W.J.L.Parker, supplementing records at the Bureau of Customs and National Archives.)

SAILING SHIP NEWS

ARGUS, Port.aux.4m.sch. 10 Sept left Davis St.for Portugal; was at Pta.Delgada 23 Sept. Alan Villiers aboard; see N.Y."Times" for 16 Oct.1950.

BANKFIELDS, hulk. Ex Br.bk JAMES BEAZLEY, built 1876. Hulk since 1908. 7 June sunk off Fremantle by RAAF planes.

C.A.THAYER, 3m.sch. Last week in August arr Poulsbo with 195,000 Bering Sea cod.

CHIQUIMULA, aux.4m.sch. Built Portland, Ore., 1917. Sold by auction at Mobile in Feb.1939 for $275. Still laid up near there in advanced state of old age.

CITY OF NEW YORK, Hond.aux.3m.sch. 17 Aug. arr Providence R.I.3d 4hr from Yarmouth N.S.with lumber. 25 Aug.arr New York to load coal for Yarmouth. Half page of interesting photos in Boston "Herald" for 20 Oct., showing her unloading lumber at Lynn, incorrectly calls her ex BEAR OF OAKLAND.

CONSTITUTION, USS. Navy announces 100 M feet from a stand of red oak near Fairfax, Va., will be worked up for rebuilding her. Red oak used to be rated lower than pitch pine, yellow fir, or Bay shore spruce for durability; perhaps the Bureau of Ships intends to use some chemical preservative.

DERWENT, barge. Built at Dumbarton 1884 as Br.ship; 1927 bought by Gulf Barge & Towing Co., New Orleans. Fall 1949 scrapped at Mobile or New Orleans.

DOON, barge. Built as bark at Glasgow, 1877. 1917 bought by Horace Turner, Mobile. Register abandoned in 1933. Remains, sunk nearly out of sight at Mobile, were raised a couple of years ago and scrapped.

HOMEWARD BOUND, Can.barge. Oct.1950 arr Seattle to be scrapped.

LUTTERWORTH, N.Z.hulk. Built Hartlepool 1868 as ship; hulk since 1906. 26 June sunk off Wellington by RNZAF planes.

NORTHERN LIGHT, aux.sch. Recently lying at Baltimore; has been sold for trading Baltimore-Bermuda and taken to the island for refit.

OCCIDENT, N.Z.hulk. Built Glasgow 1889 as ship; hulked 1902 after fire at Suva. 22 March 1949 sunk off Wellington by 5 RNZ naval vessels.

PAMIR, Finn.4m.bk. 8000 rats were killed on her while unloading 4200 tons of barley at Penarth, 22 Aug.1950.

PUAKO, Can.barge. Ex 4m.bktn. At Victoria, June 1950.

RETRIEVER, 3m.bktn. Built Seabeck, Wash., 1881; abandoned at sea 15 March 1920; 2 months later picked up and taken to Papeete; later towed to Auckland; last fragments at Pine I.were blown up by RNZ navy in June 1950.

(With thanks for items to N.T.Allen, G.P. Jones, H.Huycke, J.H.Burlinson, R.H.I.Goddard, R.H.Burgess, and Capt.P.A.McDonald)

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THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF COASTS OF THE U.S.

Name	Tons	Place	Builder	Fate
			YEAR	
			1929	
ADAMS	370	Essex, Mass.	Arthur D. Story	Fndrd.off Bermuda Dec.'35.
			1922	
W. J. COLLE	450	Pascagoula, Miss.	M.M.Flechas	Fndrd.Key West Dec.1930.
			1921	
FAIRHAVEN	216	Fairhaven, Mass.	New Bedford D.D.Co.	Register abnd. July 1929
			1920	
FURUSTRAND (Aux)	460	Milton, Fla.	Sta.Rosa Mar.Corp.	Rn.ALATGA: Norwegian.
GAVIOTA	287	Catano, P.R.	Aveline Rios	Wrkd.San Juan, Nov.1932
HARRIET B.	447	Essex, Mass.	Owen Lantz & Co.	Wrkd.New Bruns., Mar'25.
LEONA & MARION	313	Machias, Me.	Job Shipyard Corp.	Canad.'37; lost Feb.'38.
LILLIAN E. KERR	548	Pocomoke City, Md.	E.James Tull	Later 4-master: see p.131
LINCOLN	405	Essex, Mass.	Arthur D.Story	Register abnd.1929.
NETHERTON	318	Machias, Me.	Job Shipyard Corp.	Canadian.
			1919	
CITY OF TARPON SPRINGS	159	Tarpon Springs, Fla.	E.Macrenaris SB Corp.	Foreign, Sept.1920.
DOUGHBOY (aux)	219	Pensacola, Fla.	F.F.Bingham	Foreign, 1920.
IRACES (aux)	436	Milton, Florida	Deepwater Ship Co.	Colombian BASTIDAS, 1927.
J. K. MITCHELL	383	Millbridge, Me.	Sawyer Mitchell Co.	Fndrd.Aquim, Haiti, '26.
J. W. SOMERVILLE	547	Pocomoke City, Md.	E.James Tull	Aux.NASSAUVIAN, 1923.
LADY MARIAN	431	Tampa, Florida.	Gulf S.B.Co.	Barge'30; reg.abnd.'34.
NOMIS (aux)	460	Pensacola, Fla.	Pensa.Vessel Const.Corp.	Lost Hatteras'35.
PALAFOX (aux)	663	Pensacola, Fla.	Palafox S.B.Co.	Barge'25; reg.abnd.'33.
RACHEL	528	Moss Point, Miss.	Jn.de Angelo & Sns.	Wrkd.Louisiana Jun.'33.
SUSAN B.	455	Essex, Mass.	Owen S.Lantz	Fndrd.Nov.1924.
			1918	
ADA CLIFF	510	Boothbay Harb., Me.	East Coast Ship Co.	Rn.FREDERICK J.LOVATT
AVIATOR (aux)	264	Essex, Mass.	Arthur D. Story	Lost Newfoundlnd.Nov.'24.
EDMUND A.BILLINGS	334	Kennebunkport, Me.	Norton & Clark.	Rn.MATHILDE; sld.for.'19.
ELEANOR TAYLOR	706	Brunswick, Ga.	Brunswick S.B.Co.	Sold British Sept.1929.
EMILY (aux)	417	Pensacola, Fla.	Bullock & Caldwell S.B.Co.	Reg.abnd.1922.
FLECHAS	482	Pascagoula, Miss.	M.M.Flechas	Reg.abnd.Feb.1937.
FLORENCE HARVEY	340	Tampa, Florida	Gulf S.B Co.	Lost Jan.1922, La.coast
GENEVA KATHLEEN	583	Beaumont, Tex.	Tarver S.B.Corp.	Mar.'30 lost Cayman I.
LOHOCLA	791	S.Jacksonville, Fla.	Hillyer-Sperring-Dunn Co.	Missing Oct.'19.
LOUISA M.	412	Essex, Mass.	Owen S. Lantz	Dec.'20 lost N.C.coast.
MARIA (aux)	407	Pensacola, Fla.	Bullock & Cald.SB.Co.	Sold Norwegian 1920.
PRISCILLA ALDEN	404	E.Boothbay, Me.	Adams S.B.Co.	'23 yacht ROCINANTE; aux. 1929 sold to Russia.
RENA A. MURPHY	483	Mobile, Alabama	Alabama DD & SB Co.	Mar.'24 lost Cuban coast.
SANTA ROSA	695	Milton, Fla.	Sta.Rosa Mar.Co.	Lost at sea May 1928.
			1917	
CHARLES B.WIGGIN	311	Kennebunkport, Me.	Charles Ward	1918 French aux.M.F.A.
EL GALLO	630	Howland & Nelson; Beaumont, Tex.		Oct.'17 lost at Tampico.
FRANK A. MCREY	574	Rockland, Maine	F.Cobb Co., Inc.	May'41 lost Bahamas.
GASPE (aux)	262	Essex, Mass.	Arthur D.Story	BEATRICE of St.Pierre'23.
GERTRUDE A.SOMERVILLE	556	Gulfport, Miss.	T.M.Favre	Oct.'21 fndrd.G.Mexico.
GLYNN	669	Brunswick, Ga.	Brunswick Mar.Const.Co.	Sold foreign 1917
HEVEAS	581	Westlake, La.	Clooney Const.& Tow.Co.	Abnd.nr.Azores'19.
IRMA	614	Westlake, La.	Clooney Const.& Tow.Co.	Lost N.Car.Apr'25.
LUCY EVELYN	374	Harrington, Me.	Frye Flynn Co.	1949 store, N.Jersey.
MARGARET L.ROBERTS	535	Phippsburg, Me.	F.S.Bowker & Son.	Submarined Nov.1917.
MARNE (aux)	172	Essex, Mass.	Owen S.Lantz	Sold foreign 1920.

			1917 (continued)	
NELLIE	122	Tampa, Florida.	Tampa Stm. Ways Co.	'26 New Orl.not.ferry
PUSEYJONES NO.1	416	Steel auxiliaries built by		VICTOR.
PUSEYJONES NO.2	398	Pusey & Jones Co., Wilmington, Del.		Later Italian MANIA.
PUSEYJONES NO.3	399	for Norwegian		
PUSEYJONES NO.4	418	owners.		Later Italian SVAM I.
			1916	
GRAND TURK	540	Millbridge, Me.	Sawyer Bros.	Lost Mex.coast Nov.'24.
JAMES M.W.HALL	572	Phippsburg, Me.	F.S.Bowker & Son.	Sold British Dec.'29.
NAT L. GORTON	225	Essex, Mass.	Arthur D. Story	Sold foreign 1925.
OLIVETTE	226	Essex, Mass.	Arthur D. Story	Sold foreign 1917.
VERDA E.TURNER (Aux)	449	Westlake, La.	Clooney Const.& Tow.Co.	Sold foreign 1919.
			1915	
GEORGE S. SMITH	577	Phippsburg, Me.	F.S.Bowker & Son.	Lost Quebec Nov.1919.
PALATKA	441	Palatka, Fla.	Surles Bros.& Denton.	'17 rn BILLY MARTIN; exempt, 1927.
			1914	
ALBERT H. WILLIS	567	Phippsburg, Me.	F.S.Bowker & Son	Sold Canadian Oct.'37.
JESSIE	166	Millbridge, Me.	Sawyer Bros.	Lost Cuba, August 1916.
			1913	
TARRATINE	289	Rockland, Me.	I.L.Snow & Co.	Lost Dom.Rep., Dec.'15.
WILLIAM M.CRITCHETT	544	Phippsburg, Me.	F.S.Bowker & Son.	Lost Bahamas July 1917.
			1912	
EDWIN G. FARRAR	556	Phippsburg, Me.	F.S.Bowker & Son	Sold British Sept.1927.
R. B. WHITE	481	Millbridgem Me.	Sawyer Bros.	Missing 1916.
			1911	
EDWARD R. SMITH	565	Phippsburg, Me.	F.S.Bowker & Son	Lost Virginia cst.Jan'43.
GEORGE B.CLUETT	210	Tottenville, N.Y.	A.C.Brown & Sons	Sold foreign 1917.(aux)
GEORGE N.REED	493	Seaford, Del.	Seaford M.Ry.Co.	Lost N.Car.June 1915.
GRANVILLE R.BACON	385	Bethel, Del.	Bethel M.Ry.Co.	Lost Rhode I., Dec.'33.
MARY E.ESKRIDGE	378	Seaford, Del.	Deaford M.Ry.Co.	Lost N.Car.Dec.1911.
REEDVILLE	235	Pocomoke City, Md.	E.James Tull	Sold foreign 1920.
			1910	
HUGH DE PAYENS	416	Rockland, Me.	I.L.Snow & Co.	Fndrd.Cuba Sept.1919.
WILLIAM E.LITCHFIELD	543	Phippsburg, Me.	F.S.Bowker & Son	Burned N.Bruns.Mar.'32.
			1909	
FRANK E.SWAIN	433	Camden, Me.	R.L.Bean	Rn.ERMINIE '16; sld.for.1919.
FRANK M. LOW	542	Camden, Me.	R.L.Bean	Burned S.Car.cst., Feb.1912.
C.J.CHERRY	533	Phippsburg, Me.	F.S.Bowker & Son	May'27 fndrd C.Hatteras.
RICHARD W.CLARK	503	Phippsburg, Me.	F.S.Bowker & Son	Sold foreign 1919.
RICHMOND	288	Sharptown, Md.	Sharptown M.Ry.Co.	Lost Florida, Sept.1926
			1908	
CALHOUN E.ROSS	438	Milford, Del.	Wm.G.Abbott S.B.Co.	Lost Bahamas July 1917.
FRANK BRAINERD	254	Rockland, Me.	Cobb Butler & Co.	Lost off Bermuda Dec'36.
FRANK B. WITHERBEE	504	Phippsburg, Me.	F.S.Bowker & Son.	Sunk in collisn.Oct.'13.
MYSTIC (actually HOPE HAYNES of 1880 rebuilt)	259	Mystic, Conn.	Gilbert Trans.Co.	Missing 1916.
			1907	
ANTOINETT	299	Phippsburg, Me.	F.S.Bowker & Son	Lost Mexico, Nov.1916.
FRANCES V.SAWYER	399	Millbridge, Me.	Sawyer Bros.	Lost Haiti, Jan.1917.
HORACE M. BICKFORD	503	Phippsburg, Me.	F.S.Bowker & Son.	Nov.1925 foundered at sea
WAWENOCK	325	Rockland, Me.	I.L.Snow & Co.	Jan.1929 lost Maine cst.
			1906	
FANNIE PRESCOTT	404	Stonington, Conn.	W.J.Baker	Submarined Oct.1917.
HERBERT MAY	384	Phippsburg, Me.	F.S.Bowker & Son.	Lost Florida Feb.1922.
ISABEL B. WILEY	776	Bath, Maine	New England Co.	Submarined June 1918.
JAMES T.MAXWELL JR.	589	Millbridge, Me.	Sawyer Bros.	1916 rn ANNIE M.MURPHY;*
MARIE THOMAS	122	Milton, Del.	Geo E.Megee (Aux.)	Burned at Milton, Dec.'10
SAWYER BROTHERS	347	Millbridge, Me.	Sawyer Bros.	Sold foreign 1919.

*lost Gulf of Mexico, May'23.

SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1884
(All IRON unless otherwise noted)

		Campbell, Mackintosh & Bowstead, Newcastle.	
COWDEN LAW	Ship	1650 David Law, Glasgow	Jan.1885 lost by fire
		Palmers Co., Newcastle	
OTTERSPOOL	Ship	1850 St.S.C.Co.Lim.(R.W.Leyland & Co.), L'pool.	Burned 1900
SCOTSMAN	Bark	938 G.M.Gardiner, Liverpool	Sold Belgian 1887
		J. Redhead & Co., South Shields	
BOSWEDDAN	Sch	228 R. Boynes, Penzance	Missing Oct.1886
		S.P.Austin & Son, Sunderland	
GENERAL PICTON	Bark	1243 Thomas Morris, Aberystwith	Sept.1889 lost by fire
		W. Doxford & Sons, Sunderland	
MAELGWYN	Bark	1276 R.Thomas & Co., London	Abandoned 25 Jan.1907.
MOEL TRYVAN	4m.Ship	1691 W.E.Jones, Carnavon	
		J. Laing, Sunderland	
WESTWARD HO	Bark	1611 R.H.Gayner, Sunderland	
BILLE			
GUAITECAS		Ripumonti & Rumbit, Valparaiso.	At Rio Jan.1948
		North of England Shipbuilding Co., Sunderland	
LADY WOLSELEY	Bark	1286 T.Beynon & Co., Newport.	1910 broken up, Holland
		Osbourne, Graham & Co., Sunderland	
BANKDALE	Bark	1864 William Just & Co., Liverpool.	Jan 1889 lost by fire.
BANKHALL	Bark	1764 William Just & Co., Liverpool.	
ROSA M.		L. Mortola, Genoa.	1922 broken up, Savona.
		William Pickersgill & Sons, Sunderland	
SAMANCO	Bark	860 S. Wakeham & Sons, Liverpool	
SANT' ANTONIO	1914	P.Agostino, Genoa	
SNOWDROP	Bark	654 J.Tedford & Co., Belfast	
MARTHE-MARGUERITE	1899	M.Rozier, Nantes	Sunk 1917.
		Sunderland Shipbuilding Co., Sunderland	
FLORENCIA	Bktn	453 Mrs.E.M.Langworthy, Maidenhead.	
		R. Thompson & Sons, Sunderland	
CARL	Bark	995 Carl Winters, Elsfleth.	Wrecked 1914, Norway cst.
		W. Gray & Co., West Hartlepool	
APOLLO	Bark	1198 Adolf Schiff, Elsfleth.	Broken up 1923, Sunderland.
FRITZØE	Bark	1171 Akties Australia, Larvik.	Missing, April 1894.
LODESTAR	Ship	1737 J.Lidgett & Sons, London	
STEINBEK		Knöhr & Burchard, Hamburg	
VIVA	1908	H.& A.Hanssen, Arendal	1919 owned in Italy.
		Richardson, Duck & Co., Stockton	
PARCORE	Ship	2134 William Rome, Liverpool	
SONGVAAR	1911	S.O.Stray & Co., Kristiansand.	Wrecked April 1912
CALGARTH	Ship	1745 Chadwick & Pritchard, Liverpool.	Burnt 1887/8.
MANX KING	Ship	1751 R.G.Carran, Castletown, I.O.M.	Submarined July 1918
SUDBOURN	Ship	1744 C.W.Kellock & Co., Liverpool	Sunk 1890.

Oswald, Mordaunt & Co., Southampton

ALEXANDRA	Ship	2521 John Coupland, London	
CLAVERDON		J.G.Leckie	
ALBERTSTELLA	1920	S.A.Ital.di Nav."Stella d'Italia", Genoa.	Broken up 1923
ALLERTON	Ship	2030 Sl.S.A.Co.Lim.(R.W.Leyland & Co), L'pool.	Hulked 1910
CAWDOR	4m.Ship	2426 J.Houston, Liverpool.	Hulked Corcubion, 1911.
CONDOR 4m.Bk	1919	A.Navagas, San Sebastian	Foundered Jan.1920
COUNTY OF CLARE	Ship	1588 R.J.Swyny, Liverpool	
SYLFID	1911	N.Panelius, Raumo.	1923 broken up, Raumo
ELLISLAND	4m.Ship	2426 J.Houston, Liverpool	Missing 1910
MANYDOWN	Ship	2436 E.Bates & Son, Liverpool	
CAMBRIAN PRINCESS	1904	W.Thomas & Co., Liverpool	
ALESSANDRA	1914	A.Piaggio, Genoa	Submarined March 1918

C.Hill & Sons, Bristol

GAYTON	Bark	974 David Duncan, Liverpool.	Wrecked 1888, Dutch cst.

R. & J. Evans & Co., Liverpool

JOHN LOCKETT	Bark	841 W.& J.Lockett, Liverpool	Submarined April 1917.

W. H. Potter & Sons, Liverpool

EUSEMERE	4m.Ship	2720 Fisher & Sprott, London	Lost 1890, coast of India
HOLT HILL	4m.Bk	2523 Sl.S.H.H.Co.Lim(W.Price & Co), L'pool.	1889 wrecked.
HUTTON HALL	Ship	2052 Herron, Dunn & Co., Liverpool	
PO	1907	S.A.Riccardo Gualino & Piaggio, Genoa	
PEGASUS	4m.Ship	2631 W.T.Dixon & Sons, Liverpool	1912 broken up, Reval.
RELIANCE	4m.Ship	2631 W.T.Dixon & Sons, Liverpool	Burned out at Iquique.
RICART DE SOLER	1907	S.Soler, Valparaiso	
IBERIA	1916	J.Laguna, Barcelona	
ANTONIA MUMBRU	1918	D.Mumbru, Barcelona	Broken up, 1924.

Thomas Royden & Sons, Liverpool

CALISTOGA	Ship	1913 Nevins, Welsh & Co., Liverpool	
SIERRA CADENA		Thompson, Anderson & Co., Liverpool	
PRINCE GEORGE	1906	Alfred Andresen, Oslo.	
SVEDANA	1920	J.Asmussen, Copenhagen	Broken up, 1925
CELTIC MONARCH	Ship	2119 Parry, Jones & Co., Liverpool	Dismasted, 1910.
JAMES ROLPH	1919	James Rolph, Jr., San Francisco.	Broken up 1935, Bay Pt.
CORONA	Ship	2047 Macvicar, Marshall & Co., L'pool.	Lost 1885.
DUCHESS OF ALBANY	Ship	1793 W.& R.Wright, Liverpool.	Wrecked July 1893.
GLENLUI	Ship	1894 W.Alexander & Co., Liverpool	
VERA CRUZ (barge)		Texas Co., Port Arthur	1918 wrecked at Tampico.

Barrow Shipbuilding Co.Lim., Barrow

EARL OF CHATHAM	4m.Bark	2141 Earl of C.Shp.Co.Lim.	Lost 1885, Anglesea.
EUTERPE	4m.Bark	2129 B.Wencke Sohne, Hamburg.	Sept.1902 lost in explosion.

Whitehaven Shipbuilding Co., Whitehaven

HARTFIELD	Ship	1867 J.B.Walmsley & Co., Liverpool.	Missing 1907.

R. Williamson & Son, Workington

CUMBERLAND	Ship	1849 T.Williamson, Workington	(IRON frame; STEEL plating).
MATER MISERICORDIAE	1923	Fratelli Dufour, Genoa.	Dismantled 1924.
LANCASTER CASTLE	Ship	2134 L.C.Ship.Co.Lim.(J.Chambers & Co.), Liverpool	
MARGRETHA	1901	(Hamburg)	Sunk in collision 1909.

Troon Shipbuilding Co., Troon

KALEDA (Wood)	Bktn	212 T. Steele, Ayr	
VOLADOR (Wood)	Bktn	213 T. Steele, Ayr.	

Russell & Co., Port Glasgow & Greenock. Greenock yard.

BROWNRIGG	4m.Ship	2375 John Houston, Liverpool	1888 wrecked near Hull.
CLACKMANNANSHIRE	Ship	1563 Thomas Law & Co., Glasgow	
ROBERT	1923	(German)	1923 broken up, Germany
FALLS OF EARN	4m.Ship	2386 S.F.E.Co.Lim(Wright & Breakenridge), Glasgow.	Lost'92.
GENERAL ROBERTS	4m.Ship	1997 L.Davies & Co., London.	
HAFRSFJORD	1905	A.F.Klaveness, Sandefjord.	1925 broken up.
KIRCUDBRIGHTSHIRE	Ship	1588 T.Law & Co., Glasgow.	Hulk 1922; scrapped 1935.
MAIN	Ship	1691 J.Noorse, London	
VANSE	1911	J.Samuelsen, Farsund.	Lost December 1917.
PORT CHALMERS	Ship	1568 Crawford & Rowatt, Glasgow.	Lost March 1886, Cornwall.

Port Glasgow Yard

FALKLAND HILL	Ship	1468 J.R.Dixon, Glasgow	
MELVILLE ISLAND		Stuart Bros., Glasgow	
MAJANKA	1911	M.Bruusgaard, Drammen	1923 broken up, Germany.
GULF STREAM	Bark	1458 A.L.Polson, Glasgow	Missing 1911.
HADDINGTONSHIRE	Bark	1175 T.Law & Co., Glasgow.	Lost 1885, California cst.
MORECAMBE BAY	Bark	1170 Hatfield, Cameron & Co., Glasgow.	Missing 1891
RIVER FALLOCH	Ship	1637 W.D.Denny, Glasgow	
AVENIR	1909	S.Bruusgaard, Drammen.	Later Italian.
SILBERHORN	4m.Ship	1920 J.R.de Wolff & Son, L'pool.	Missing 1907.
WYNNSTAY	Ship	1674 D.W.Davies & Co., L'pool.	Wrecked July 1910, W.C.S.A.

Robert Duncan & Co., Port Glasgow

BARREMMAN	Ship	1452 Thom & Cameron, Glasgow	Posted missing July 1887.
CLAN ROBERTSON	Ship	1703 Thomas Dunlop & Sons, Glasgow.	
MALETTA	1908	M.Bruusgaard, Drammen	1923 broken up.
EARL WEMYSS	Ship	1498 A. McAllister, Glasgow	Sept.1888 sunk in collision.
GALATEA	Ship	1753 C.S.Caird & Co., Greenock.	Wrecked June 1898.

W. Hamilton & Co., Port Glasgow

GLEN AFTON (Steel)	Bark	1166 Dundee Shipowners Co.(W.O.Taylor & Co.), Dundee	
DEKA	1909	Grefstad & Herlofsen, Arendal	
BA	1913	A/S Ba (Th.Brøvig), Farsund	
JUSTICIA	1924	L.S.Piccinino, Bolivia	Not in 1925 register.
PALGRAVE	4m.Ship	3187 Builders	Lost March 1903, W.C.S.A.

Murdoch & Murray, Port Glasgow

VALE ROYAL	Bark	371 Capt.George Wood, London.	
MANUREWA		R.G.Holmes, Sydney, N.S.W.	Missing October 1922.

John Reid & Co., Port Glasgow

BRITISH ISLES	Ship	2454 British Ship-Owners Co.Lim., Liverpool	(STEEL)
TIGRE (barge)	1921	Nav.Gen.Ital., Buenos Aires	
OLIVOS		Coal hulk, Buenos Aires	
CAIRNSMORE	Bark	906 Nicholson & McGill, Liverpool	(STEEL)
HOFVID (Aux)	1916	A/B Nordiska Lloyd (H.Modin), Stockholm.	Wrecked March 1918.
SIERRA MIRANDA	Ship	1888 Trinder, Anderson & Co., Liverpool	(STEEL)
MARIA BORGIS	1921	Brown, Willis & Co., Panama.	March 1922 foundered.

A.McMillan & Son, Dumbarton

APERFELDY	Bark	1340 C.Cowper, Greenock.	1887 lost in collision.
BRAEMAR	Bark	1078 Thomson, Dickie & Co., Glasgow.	Broken up, 1924.
DERWENT	Ship	1970 Devitt & Moore, London.	Broken up as barge, 1949.
MORCROSS	Bark	930 John N.Ward, Fleetwood.	Lost by explosion, 1892.
TROOP	Ship	1583 Troop & Son (St.John), Liverpool.	Lost June 1910.

Birrell, Stenhouse & Co., Dumbarton

BENVENUE	Ship	2090 Watson Bros., Glasgow.	Lost Nov.1891, Eng.Channel.

Barclay, Curle & Co., Glasgow

MIDDLESEX	Ship	1834	George Marshall & Sons, London.	Missing 1896.
SAINT CUTHBERT	Bark	1027	Alexander Rae, Liverpool	Foundered Oct. 1907.
ULRICA	4m.Ship	1972	Hendry, Ferguson & Co., Greenock.	Lost Jan.1897.

Charles Connell & Co., Glasgow

DUNOLLY	Ship	1549	John Brown, Glasgow	
AVON			J.Nourse, London.	Missing April 1918.
WENDUR	4m.Ship	2046	A.McKay & Co., Glasgow	March 1912 wrecked, Scilli

Govan Shipbuilding Company, Glasgow

LOCH TROOL	Bark	1438	J. Sproat, Liverpool	Hulked at Rio de Janeiro.

A. Stephen & Sons, Linthouse, Glasgow.

EDINBURGHSHIRE	Bark	1343	T.Law & Co., Glasgow.	
SAINT ANNA	1894	Italian.		Broken up, 1929
GALATHEE	Bark	1253	A.C.LeQuellec, Bordeaux	
NEBO	1903	B.A.Olsen & Søn, Lyngør.		Abandoned, Nov.1913.

W. B. Thompson & Co., Glasgow

A. D. BORDES	4m.Ship	2356	A.D.Bordes & Fils, Bordeaux.	Broken up 1923, Belgium.
CRAIGPURN	4m.Ship	2065	R.Shankland & Co., Greenock.	Lost May 1891.

A. Stephen & Sons, Dundee

EARL OF DALHOUSIE	4m.Bark	1765	Builders. (STEEL)	Abandoned July 1901.
TERRA NOVA	Stm.Aux.Bark	744	Builders (WOOD)	Newfoundland sealer.

Ramage & Ferguson, Leith

HIGHLAND FOREST	Bark	1040	Crane, Colvil & Co., Glashow.	Lost April 1901.

P. Rodgers, Carrickfergus

EMILY	Sch	119	T.Rayner, Runcorn. (WOOD)	

Workman, Clark & Co., Belfast

ALICE M. CRAIG	Bark	787	Bk.A.M.C.Co.Lim.(W.J.Woodside), Belfast.	Lost 1893.
CARNMONEY	Bark	1299	C.Shp.Co.(Wm.Porter & Sns), Belfast.	Submarined 1917.
FORT GEORGE	4m.Ship	1756	Clark & Service, Glasgow.	Missing 1908.
MARTHA C. CRAIG	Bark	466	Bk.M.C.C.Co.Lim.(W.J.Woodside), Belfast.	Lost 1897.
WATCHMAN	Bark	467	W.Sh.Co.Lim.(J.Atkinson & Co.), Belfast.	Missing'94.
WORKMAN	Bark	337	W.Sh.Co.Lim.(J.Atkinson & Co.), Belfast.	

UNITED KINGDOM SHIPBUILDING, 1884

For the above material, we are indebted chiefly to Andy Nesdall, who has copied for us the launchings reported in "Lloyd's List" for 1884, and then checked them against the "Marine Engineer" launching lists, and Captain H. Daniel, who has verified the data from his extensive files and supplied most of the thumbnail histories.

PALGRAVE, 3187 tons, was by a large margin the biggest sailer of 1884. According to one account, she was laid down as a steamer; but this is unverified. HOLT HILL, 2528 tons, was the largest four-masted bark, BRITISH ISLES, 2464 tons, the largest ship and GULF STREAM, 1458 tons, the largest bark.

Steel was just coming in and wood going out as shipbuilding material.

Only a half-dozen 1884 ships were later American. GUAYTECAS, like CALBUCO of 1885, was managed in New York under Panamanian registry during and after World War II.

CELTIC MONARCH, dismasted in 1910 and hulked at Valparaiso, was bought by James Rolph in April 1917, and was rerigged as the three-skysail-yarder JAMES ROLPH in 1919. GLENLUI came under U.S.registry as a barge in 1914 and was renamed PORT ARTHUR a year or so later. She was lost by hitting the Tampico jetty, 7 April 1918.

SIERRA MIRANDA was laid up at Newport News in 1921, and was put under Panamanian registry as MARIA BORGIS. She foundered in Hampton Roads on 27 March 1922.

DERWENT became a barge at New Orleans in 1927, after 23 years under the Norwegian flag. DUNOLLY, as AVON, was a River Plate trader, becoming American in 1914.

A PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER FOUR . 37 JANUARY 1951

JOHNSON & WIMSATT, INC., WASHINGTON

Sometimes the obvious is difficult to see. The other day we realized that we have right here in Washington one of the last firms in the country to operate commercial sailing vessels. Once it had sunk in that it was not necessary to travel a couple of hundred miles to obtain a first-hand fragment of maritime history, we wasted no time in making an appointment for an interview with Mr.W.K.Wimsatt, the president of Johnson & Wimsatt, Inc.

This firm was founded in the 1880's and is one of the leading building material suppliers in the District, with offices and a lumber yard located at 9th & Maine SW. Mr.Wimsatt was born close by, he told us. The Wimsatt family home was at 215 8th St.SW, on a bluff later levelled to fill the lake that once lay between the Washington Monument and the White House. His father, he told us, was one of the first men to mill lumber and produce finished millwork in North Carolina; these grades were brought North by rail and could afford the higher freight rates because all waste weight was already trimmed off.

Eventually this practice led to the entire abandonment of water transportation for bringing lumber from Carolina, although the truck has of course now captured most of the business from the railroads. Even Douglas fir, which generally has been carried through the Panama Canal to Baltimore and then trucked to Washington, is now beginning to arrive by truck directly from Oregon.

Back in 1890, the city directories show, the Johnson and Wimsatt interests embraced a wide field of business activities in Washington. E.Kurtz Johnson and William A.Wimsatt as Johnson & Wimsatt ran a wholesale lumber business, and were also associated with J.Harrison Johnson and Charles B.Church in J.H.Johnson & Co., wharfingers and storage, 12th and 13th St wharves. J.Harrison Johnson & Son were in the real estate business, while E.K. Johnson, beside being president of the Citizens National Bank, was in the coal, wood, and coke business with his brother, Albanus L. Johnson.

Mr.W.K.Wimsatt went to work in this organization in September 1900, his first job being to tally four million spruce lath ex bark MATANZAS from St.John, N.B., at the 12th St.wharf. He has many memories of those days, when Maine-built four-masters unloaded long-leaf pine from Jacksonville or Valdosta, Georgia. One of these was the JAMES JUDGE, which was lost with all hands on the Florida coast in a hurricane. Another four-master was the CUTTY SARK -- not the tea clipper but the Canadian-built schooner of that name.

Much local lumber was brought from creeks tributary to the Potomac in "longboats", lightly built two-masted centerboard schooners 50 or 60 feet long, carrying around 35,000 feet of lumber. These were undecked except at the ends, with narrow catwalks along the sides. 'Pungies', another local type of schooner, were mostly in the fish business, but a few of the larger ones carried lumber. They were characterized by narrow ends, with the greatest breadth of beam well forward. One of these, the CENTURION, actually built at Westfield, N.Y. in 1857, was reputed in 1900 to have been 65 years old; she carried 30,000 to 40,000 feet of lumber.

An occasional bugeye also freighted lumber. As Mr. Wimsatt tells it, the BEULAH LAND, a three-masted bugeye, could carry 125,000 feet of lumber.

The local lumber carrier par excellence, however, was the 'ram', a three-masted, baldheaded, narrow, shoal, slab-sided centerboard schooner with a spike bowsprit. This type was originally developed to take lumber through the Chesapeake & Delaware Canal to the Philadelphia market; but was

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widely used also out of Baltimore and Washington, particularly to go down to North Carolina ports through the Albemarle & Chesapeake Canal. Johnson & Wimsatt have a sawmill at Dover, N.C., which is connected by the Atlantic & E. Carolina RR with New Bern, on Pamlico Sound; and until the late thirties much of their cut was loaded on rams at New Bern. They also have a branch yard at Westville, N.J., near Philadelphia. In the hurricane season and the winter months, Washington or Philadelphia might be the destination, but in the summer the rams would often pass out the Virginia Capes and take their cargoes to New York City.

Johnson & Wimsatt owned three of this class of vessel in recent years. One was the JOSEPHINE WIMSATT, built at Milford, Delaware, in 1891 as the MAY & ANNA BESWICK by J.W.Abbott's Sons. She was bought by the firm about 1910, renamed in April 1922, and sold to Capt.Walter Wrightson of Nassau, B.W.I., in Nov.1938. She is not in "Lloyd's" for 1940/41. She grossed 149 tons, and was 95 x 27 x 6 ft.

Another was the MABEL & RUTH, built at Bethel, Del., in 1896 by John M.C. Moore; 190 tons, 125.3 x 23.3 x 7.6 ft. Her beam shows that she was a true ram, designed to clear the 24-ft locks in the C.& D.Canal. She was bought by Johnson & Wimsatt about 1922 and was sold to Baltimore owners in 1941. In 1946 she became the CITY OF ST.PETERSBURG in Florida waters, and she went out of documentation at Tampa in 1948.

The third ram was the KINKORA, named for the village in Ireland whence Mr.Wimsatt's mother's people had come. She was built at Sharptown, Md., in 1891 by Geo.K.Phillips & Co.as CHARLES T. STRANN. In 1911 she was renamed CHARLES L.ROHDE, and a few years later was bought by the Wimsatt firm. In 1927 they spent $40,000 completely rebuilding her at Solomons, Md., renaming her KINKORA as part of the process. In February 1942 she was given an auxiliary engine, and three months later was transferred to the Dominican flag. She grossed 215 tons, and measured 125.2 x 23.8 x 8.9 feet.

These three vessels were all wholly owned by Johnson & Wimsatt, being operated as an adjunct to the business just like a truck or a team of mules. They generally went light to New Bern, although occasionally they took a cargo of fertilizer south; Washington has little to export and the delays occasioned by loading and unloading outward cargoes made them unprofitable to seek. Auxiliary motors were not used, owing to the expense of carrying licensed engineers under U.S. regulations; instead each schooner carried a "pushboat" -- a beamy launch with powerful inboard engine -- on stern davits, which was lowered to push along the parent vessel during calms.

THE SHIPBUILDERS OF THOMASTON

SAMUEL WATTS. Continued from p.27.

The barge GASTON was wrecked on Cobb Island, Va., 25 March 1912. The second JOSEPH FISH, as the ATLANTIC of Bremerhaven, was wrecked in August 1903. The GENERAL McCLELLAN became a barge in 1890.

L.B.GILLCHREST became a barge in 1888 and was lost by foundering in the spring of 1897. KENDRICK FISH was sold to J.D. Bischoff of Bremen in November 1880 and renamed HENRY. JANE FISH was also sold to German owners, in Sept.1882; LORETTO FISH became the THEODOR FISCHER of Bremen in March 1884; she brought only £5000, while the JANE fetched £7750. The THEODOR FISCHER foundered in the North Atlantic in February 1902, bound from New York to Portishead, the crew being rescued by the British steamer GEORGIAN.

KATE HARDING was sold to Snow & Burgess for $86,000 in May 1883. She was lost off Highland Light 30 Nov.1892, being then owned by Maguire of Quebec. The SAMUEL WATTS of 1870 became the J.WEISSENHORN of Bremen in 1882 and the SOUVERAIN of Stavanger in 1894; she was condemned at Rio in 1902. ELIZA McNEIL became the German AUGUST in Dec.1882, and went missing in 1903. ABNER I.BENYON, as ALFRED WATTS, was lost at sea in 1887.

The H.S.GREGORY -- named for the man who invented the hole in the doughnut -- was lost at sea in 1883, and the JOHN T. BERRY in 1888. The ALFRED D.SNOW was wrecked in 1887. LEVI G.BURGESS became a salmon packer, and was burned for scrap in 1928. SNOW & BURGESS was sold to A.P. Lorentzen of San Francisco in Sept.1890, and was made a bark a couple of years later. In 1901 she was converted to a baldheaded five-masted schooner, and was finally junked at Seattle in 1921.

JOSEPH B.THOMAS was lost as a barge in 1913. CYRUS WAKEFIELD (which incidentally was disguised as the "HOSEA HIGGINS" in Paul Eve Stevenson's "By Way of Cape Horn") became a barge in the Philippines in 1901. R.D.RICE was set afire by her crew in 1901.

THE SHIPBUILDERS OF THOMASTON -- III

JOHN HOLLAND COUNCE

At the time of his death the wealthiest man in Warren, with an estate of $100,000, J.H.Counce was born 2 June 1776, the 6th child of Samuel Counce, who moved to Warren from Milton, Mass. John Holland was brought up on the family farm, but turned to shipbuilding, and was a master workman at the age of 28. Eaton gives the date of his death as 10 March, but the year both as 1848 and 1849. The following list of his vessels is derived entirely from Eaton's works. All were built at Warren except those marked with "T" for Thomaston.

1805	Sch	UNION Tonnage:	179
1806	Sch	AMERICA	126
1806	Slp	JANE	98
1807	Slp	WASHINGTON	97
1811	Brig	ALEXANDER*	141
1815T	Sch	MARY SPEAR	98
1816T	Sch	JANE	?
1816T	Sch	CATHERINE (or KATH-)	105
1816	Sch	FAIR AMERICA	103
1817T	Sch	DODGE HEALEY	80
1817T	Sch	THREE BROTHERS	80
1818T	Sch	THOMAS	72
1818T	Sch	HALSEY	146
1818	Sch	THOMAS	115
1819T	Sch	ANN	134
1819	Sch	ELIZA ANN*	117
1819T	Brig	JOHN	144
1820T	Brig	SYLVESTER HEALEY	143
1820T	Sch	GEORGE	100
1820	Brig	ALMIRA	158
1822T	Brig	IDDO	197
1822	Brig	WILLIAM HENRY*	239
1822	Sch	EMILY	116
1823T	Brig	MONTPELIER	199
1823	Brig	ENTERPRIZE*	196
1823	Sch	JOSEPH	134
1824T	Ship	GEORGES	319
1824T	Brig	DODGE HEALEY	200
1825	Ship	CHARLES ADAMS*	268
1825	Brig	ANN MARIA*	172
1825	Sch	UNION*	171
1826	Brig	BELISARIUS*	175
1826	Brig	THOMAS & WILLIAM	169
1826	Brig	ELIZA & HELEN	103
1827T	Ship	HEWES	293
1827	Brig	BRILLIANT*	209
1828	Ship	WILLIAM & JOHN*	396
1829	Sch	MERCHANT*	127
1830	Brig	NOBLE*	273
1831	Sch	ISABELLA*	36
1832	Ship	EDWIN*	339
1833	Sch	RETRIEVE*	116
1833	Sch	POWHATTAN	113
1833	Sch	LEO	151
1833	Sch	MANHATTAN	144
1834	Ship	FRANKLIN	421
1835	Brig	LIGONIA*	237
1835	Brig	USARDO	216
1836	Sch	HIRAM	99
1837	Ship	JOHN HOLLAND*	527
1838	Brig	CATHERINE*	239
1839	Ship	LEOPARD*	588
1839	Brig	SEA*	249
1840	Ship	CLAIBORNE	662
1840	Brig	OCEANA*	249
1841	Ship	STATESMAN	672
1843	Ship	LEONIDAS*	690
1846	Ship	AMELIA*	623
1846	Sch	J. H. COUNCE	149
1847	Sch	MAY FLOWER*	173
1848	Bark	KEZIA*	299

*Counce listed as an owner

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A READABLE HISTORY OF THOMASTON

PACKARD, Aubigne Lermond,"A Town That Went to Sea," xii and 416 pp; 28 ill; Portland, Me., Falmouth Publishing House, 1950. $4.50

Mrs. Packard, the daughter of a shipbuilding family of Thomaston, has put together three dozen chapters that singly are hardly more than essays, but which collectively tell of the rise and decline of Thomaston as a shipbuilding and limeburning center.

For a lady past 75, she writes in a remarkably sprightly style, her only eccentricity being an occasional unexpected use of italics in proper names. The organization of the book lends itself to some slight repetition of facts, and she has been led by local pride into a couple of mis-statements. One, that Edward O'Brien owned all the shares in all his later ships, has already been exposed in LOG CHIPS; the other, that Thomaston built more ships than any other port in the country (p.201), needs the qualifying phrase "of its size."

We learn of how Maine, breaking away from Massachusetts, had to set up its own State Prison, which was built at Thomaston; and of how the Thomaston families with interests in the New Orleans cotton trade favored the South in the Civil War.

Thomaston square-riggers seldom returned to the St.George River after they were completed, and Mrs.Packard writes that even to this day she expects vessels to move stern first, so used was she to seeing them go thi way at launching, and so unused to seeing them normally under way.

The book has several diary extracts and other first-hand narratives. Appendixes list vessels built at Thomaston (not without inaccuracies and without naming builders) and Thomaston masters.

Vessels dismantled by Nieder & Marcus, Seattle.

YEAR	OFF.NO.	NAME	TONS	TYPE	BUILT	REMARKS
1909	27550	YOSEMITE	1319	Wd.Side Wheel	San Francisco, 1862	
1914	TB #13	FOX (USS)	154	Stl.Destroyer	Portland, Ore., 1899	
1914	TB #12	DAVIS (USS)	154	" "	" " "	
1914	121064	FULTON	390	Wd.Stm.Schooner	Fairhaven 1898.(See text)	
1917	9835	FAVORITE	269	Wd.Side Wheel	Utsalady, Wash. 1868.(See	
1919		PATTERSON (USC&GS)	500	Wd.Stm.Bktn.	Brooklyn 1882 (see text)	
1920		RAINBOW (HMS)	3600	Stl.Cruiser	Jarrow 1893. text)	
1924		ALGERINE		Canadian salvage vessel; ex HM gunboat.		
1925	201073	JEFFERSON	1615	Wood Steamer	Tacoma 1904. Alaska trader.	
1925	211774	RUSH (ex USRC)	459	Wood Steamer	Port Blakely, 1885	
1926	85065	GLORY OF THE SEAS	2102	Wd.Barge: ex Ship	E.Boston 1869. (See text)	
1928	PG 13	PRINCETON (USS)	1010	Comp.Gunboat	Camden, N.J., 1895	
1928	14445	WAIALEALE	342	Wood Steamer	Port Blakely, 1886	
1928	210378	POTLATCH	575	Stl.Steamer	Seattle, 1912. Hull sold.	
1929	95688	HENRY VILLARD	1552	Wd.Barge; ex Ship	Bath, Me., 1882.	
1929		PATRICIAN (HMS)		Canadian Gunboat		
1929	120876	FLYER	452	Wood Steamer	Portland, Ore., 1891	
1929	219685	BOOBYALLA	3099	Wd.Motorship	Seattle, 1919	
1929	219331	CHALLAMBA	2400	Wd.Motorship	Olympia, 1918	
1929	19418	ORIENTAL	1688	Wd.Bark ex Ship	Bath, Me., 1874	
1929	106117	ABNER COBURN	1972	Wood Ship	Bath, Me., 1882	
1930	219809	ELLA A.	1565	Wood 4m.Sch	Dockton, Wash., 1920	
1930	220346	ELINOR H.	1569	Wood 5m.Sch	Dockton, Wash., 1920	
1930		FORT JACKSON		Wood USSB hull	Tacoma, Wash.	
1930	135173	ELWELL	1461	Wd.Barge; ex Ship	Damariscotta, 1875.	
1934	168598	DACULA	2234	Wd.Barge	Olympia, 1919. USSB hull.	
1934	AS-8	SAVANNAH (USS)		Stl.steamer	Flensburg, 1899.Ex-SAXONIA	
1934	106184	ALAMEDA	3158	Iron steamer	Philadelphia 1883.(see text)	
1935	220724	FORT LARAMIE	2240	Wood 6m.Sch	North Bend, Ore., 1919	
1935	216068	THISTLE	1587	Wood 5m.Sch	St.Helens, Ore., 1918	
1935	220274	MONITOR	2247	Wood.5m.Bktn	Benecia, Cal., 1920. Hull sold.	
1935	219520	K. V. KRUSE	1728	Wood 5m.Sch	North Bend, 1920. Hull sold.	
1935	111405	REDONDO	1130	Stl.Steamer	Toledo, Ohio, 1902. Hull sold.	
1935	116387	SNOQUALMIE	104	Wd.Stm.Fireboat	Seattle, 1890. Hull sold.	
1935		OREGON (U.S.Eng.)	645	Wood Dredge	Portland, Ore., 1908 Hull sold.	
1936	216005	SANTA FLAVIA	2113	Wood Motorship	Aberdeen, Wash, 1918	
1937	210992	AKUTAN	221	Wood Steam Tug	North Bend, Ore., 1913	
1938	130759	NEW ENGLAND	230	Stl.Stm.Fish.Tug	Camden, N.J., 1897	
1939	201483	SAN JUAN	284	Wood Steam Tug	Seattle, 1904	
1939	204110	DANIEL KERN	297	Wood Steam Tug	Baltimore 1879. Ex MANZANITA	
1939	93135	CITY OF BREMERTON	510	Wd.Stm.Ferry	Everett, 1901. Ex MAJESTIC	
1939	206030	SEATTLE	504	Stl.Stm.Ferry	Portland, O.,1909 ex H.B.KENNEDY	
1939	121281	BEELINE	90	Wd.Stm.Ferry	Tacoma, 1903 Ex FLORENCE K.	

NIEDER & MARCUS, SHIP DISMANTLERS

Although a great deal of attention is given in LOG CHIPS to listing the ships built by firms, we have not yet had much to say about ships scrapped by firms. The reason for this is obvious: the building of a ship creates a whole series of records associated with the name of the builder, while the scrapping of a ship is done anonymously as far as her registry is concerned, and automatically puts an end to further documentation. We are therefore fortunate in being able to publish the above list, prepared by Lillian Schwartz of Nieder & Marcus, Seattle.

The firm was established in 1908 by M. Nieder and Ben Marcus, and is now managed by Joe Livingstone. The firm deals in ship chandlery, but through the years it has specialized in disposing of the worn-out vessels of the Pacific Northwest. Some have been resold for barges after the hull has been stripped of its fittings; others, like the FULTON and SAVANNAH have been sold intact and have gone back into service. Unserviceable metal hulls have gone under the wreckers' torches, to become scrap metal, while the old copper-fastened wooden hulls were soaked with oil and set afire, so that the valuable bolts and spike-

could be collected at low water.

The list on p.40, prepared from company records, does not always agree with other sources (for example, GLORY OF THE SEAS is usually stated to have been burned on 13 May 1923), but the complete scrapping of a ship can be a slow process, and there undoubtedly are good authorities for the years indicated.

Among those not completely scrapped in the year given, the FULTON, as already mentioned, went back into trading. FAVORITE possibly became a floating cannery. PATTERSON, the former surveying ship, was fitted as a motorship and put in many years trading to Point Barrow before finally being wrecked in 1938.

FORT JACKSON was an unfinished Shipping Board hull launched 27 March 1919; she was used as a club house by an American Legion post. ALAMEDA was burned alongside her pier at Seattle on 28 Nov. 1931. She was bought by Nieder & Marcus in Dec.1934 and was completely broken up in 1937. MONITOR became a fish-reduction plant, and K.V.KRUSE a log barge.

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SAILING SHIP NEWS

DARRA, N.Z.hulk. Ex comp.ship built 1865. Last hulk at Lyttelton; scheduled to be rerigged for 1950 Canterbury Centl.

DANMARK, Dan.aux.tr.ship. 10 Sep.passed Elsinore; 8 Oct.arr.Madeira; 16th arr. Teneriffe; 31st sailed St.Vincent; 30 Nov.arr Buenos Aires; 7 Dec.sailed for Montevideo.

DIAMOND HEAD, barge (ex GAINSBOROUGH). Burned out at Everett, then scrapped Nov.1950 by Puget Snd.Br.& Dr.Co.

FANTOME, Br.aux.4m.sch.yct. 16 Dec.sold to W.& J.Jones, Seattle. 3 pp.of photos in Seattle 'Times' rotogravure, 26 Nov.1950.

HOMEWARD BOUND, Can.barge (ex ZEMINDAR) Nov.1950 scrapped by Puget Sound Bridge & Dredging Co., Seattle.

PAMIR and PASSAT, Finn.4m.bks. Nov.1950 sold to Belgian scrappers.

POINT LOMA, derrick barge (ex 3m.sch GLENDALE, built Fairhaven, Calif., 1883) Fall 1950 foundered off Crescent City.

WILLIAM TAYLOR, reefer.barge. 7 Aug.left San Francisco for Paita, Peru, in tow SOUTHEASTERN. 17 Sep.arr Balboa; 24th sailed; 6 Oct.sailed from Talara. (With thanks to Capt.P.A.McDonald, Gordon Jones, Karl Kortum, and the New Zealand Ship & Marine News).

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ERRATA, p.16. For 'Stephen' Curling read 'Sanders'; for Capt.'Colby' read 'Colley'. (Thanks to S.W.Lewis)

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NOTES ON THREE- AND FOUR-MASTERS

CHIQUIMULA (p.30) along with TEMPATE and GUANACASTE were built as power baldheaded four-masters to carry ore for M.C. Keith, chairman of United Fruit. Later their mastheads were cut down and topmasts sent up, but they never had sail power enough.

The management of the first two was given to me. TEMPATE was lost on Abaco in a northeaster in Oct.1923, and I sold CHIQUIMULA to Puerto Rico in 1923 for $12,000.

The GERTRUDE A.SOMERVILLE (p.31) was turned over in a storm off Savannah and all hands lost. Her wreck is now in Savannah. The J.W.SOMERVILLE was lost in the same storm off Tampa, and her wreck was towed in to Key West by the cutter SAUKEE. Then she became the power schooner NASSAUVIAN. In 1930 she was sold to go up on the Great Lakes, but burned while leaving Jax, and her wreck now lies off Eastport in the St.Johns. The G.A.S. made 156% the first year, while the J.W.S. never made a dollar. --J.W.SOMERVILLE

BOOK REVIEWS

LAWSON, Will, and the Shiplovers' Society of Tasmania, "Blue Gum Clippers and Whale Ships of Tasmania," 261 pp; 31 ill; index. Melbourne, Georgian House, 1949. 20s Aus.

The maritime history of Tasmania has been partially covered by Villiers' "Vanished Fleets" (1931) and, in a very different literary style, by L.Norman's "Pioneer Shipping of Tasmania" (1938), while Philp's "Whaling Ways of Hobart Town"(1937) treated of the Tasmanian whale fishery. The Shiplovers' Society, however, felt that the definitive book on Tasmania's shipping should be the product of their joint endeavors.

Accordingly, in February 1936 they held a Nautical Exhibition at Hobart, and with the proceeds engaged Will Lawson, author of "Pacific Steamers" to write the narrative. The long interval that has elapsed since the inception of the work has, it is stated, enabled the Society to edit the available data to produce a much more informative and accurate record than would otherwise have been the case.

The whale ships portion of the title is self-explanatory, while the blue-gum reference is to the Eucalyptus globulus, from whose timber most Tasmanian vessels were built. They traded around the island, or to New Zealand and the Australian mainland, and a few were operated in the London trade. Shipbuilding in Tasmania is not yet a thing of the past, as three schooners were built there during World War II; while the ARGONAUT II, a lumber schooner, was completed in 1947.

Appendixes list Tasmanian wrecks and the fleet that cleared for California in 1849 and 1850. A large scale map of the island is furnished with the book.

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MARDESIC, Petar, "Enciklopidija Plovidbe", Ministarstva Saobracaja, Beograd, 1948. 783 pp. 857 ill, index. 400 dinars.

Published by the Jugoslav Minister of Communications, this "Nautical Encyclopedia" is a comprehensive textbook on all phases of maritime affairs, from tides and buoys to radar and sails. It is not arranged alphabetically, but by topics, which are tied together with an adequate index and table of contents.

Particularly interesting are the portions dealing with Danube navigation, in which the river vessels of the Balkans and all their characteristic gear are fully described. The illustrations for the most part seem to have been prepared especially for this work, and they are well executed.

Serbians do not attempt to preserve the original spelling of outlandish foreign words, but instead render them in unabashed Slavicized forms. Thus the historical portion of this volume contains reference to such noted Atlantic steamers as the GRET ISTERN and KVIN MERI, whose identity may be puzzling until their pictures are recognized.

***

COURSE, Captain A.G., "The Wheel's Kick and the Wind's Song," xiv, 264 pp, 12 pl, index Percival Marshall, London, 1950. 18s.

This book is the finest piece of maritime history that has crossed our desk in a good many months, and it can well stand as a pattern of how works of this type should be produced. It is a history of the ships of John Stewart & Co.of London— not a history of the firm, for its rise and fall are sketched in four pages and no balance-sheets are presented— but a detailed, unvarnished ship-by-ship account of all its sailing vessels, starting with the BLACKWALL in 1870 and ending with the WILLIAM MITCHELL in 1928.

Alan Villiers devoted a chapter of "Sea Dogs of Today" to the John Stewart Line, but in that small space he could not do much more than name many of the vessels. Captain Course, who served his time in the LORTON and EDINBURGH, has drawn freely on "Sea Breezes" and Lubbock's works, but he has also attempted to contact each John Stewart ex-apprentice now living and extract his recollections.

There are four chapters on the author's own life in LORTON and three on EDINBURGH. In the latter he was captured by the German raider MOEWE in January 1916, but was released a month later at Teneriffe.

The only fault we can find with this book is an occasional garbling of place names, but this trait is common to all English-speaking seamen. There is an excellent pen sketch by E.W.H.West at the head of each chapter. The Stewart fleet is listed in three appendixes, the first a chronological table with year built, bought sold, broken up, or wrecked; the second, after "Lloyd's Register", a list of the vessels in the fleet in each year; while the third gives full particulars of builder tonnage, dimensions, rig, and first owner.

We hope that Captain Coursewill write more books on sailing ships.

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.32.

(We neglected to consider vessels built for foreign owners in the first installment, so commence with some additions and corrections to the list)

				1921	
GENERAL WOOD	194	Essex, Mass.			Newfoundland; 1938 Jamaican
				1920	
GENERAL GOUGH	237	Essex, Mass.	A.D.Story		Newfoundland owned.
GEORGE A. WOOD	234	Essex, Mass.	A.D.Story		Newfoundland owned.
				1919	
BEULAH MAE	276	Essex, Mass.	A.D.Story		Newfoundland owned.
CITY OF TARPON SPRINGS	(see p.31)				Honduran VIRGINIA LOUISE
JEAN WAKELY	270	Essex, Mass.	A.D.Story		Newfoundland owned; rn RAYMOND R.; missing 1931.
				1918	
HARRY & VERNA	283	Essex, Mass.	A.D.Story		Newfoundland; aband.Atlantic 1931.
				1917	
GLYNN	(see p.31)				French ROI RENE
STJARNAN (Aux)	345	Pensacola, Florida	F.F.Bingham		Icelandic.
				1916	
VERDA E. TURNER	(see p.32)				Frence VILLE DE GAND
OLIVETTE	(see p.32)				Icelandic HUGINN

(Now we continue with the basic list of three-masters)

				1905	
ALICE P. TURNER	192	Sharptown, Md.	Thos.J.Sauerhoff		Sold foreign 1914.
(actually HARRY LANDELL, built Belleville, N.J., 1866, rebuilt)					
HARRISON T. BEACHAM	299	Baltimore, Md.	Beacham Bros.		Missing about 1928.
HELVETIA	499	Rockland, Me.	I.L.Snow & Co.		Barge 1937; foreign'44.
JOSEPH P. COOPER	315	Sharptown, Md.	Sharptown M.Ry.Co.		Lost Atlantic Nov.1918.
MARJORIE A. SPENCER	421	Millbridge, Me.	Sawyer Bros.		1916 Norwegian MASS.
STILLMAN F. KELLEY	685	Thomaston, Me.	Washburn Bros.		Lost Florida Dec.1909.
				1904	
ANDREW G.PIERCE JR.	281	Noank, Conn.	R.Palmer & Son		1909 DANIEL BAILEY; 1919 BLUEFIELDS; Oct.1923 wrecked Florida.
ANNA M. HUDSON	338	Bethel, Del.	G.K.Phillips & Co.		Junked 1933.
CHARLES A.WITLER	219	Baltimore, Md.	W.E.Woodall & Co.		Lost in collision '05.
FLORA A. KIMBALL	401	Millbridge, Me.	Sawyer Bros.		Missing 1916.
GENERAL WHITING	490	Mobile, Ala.	Ollinger & Bruce		1915 MARY G. DANTZLER; foundered 1916 in Gulf.
GEORGE D. EDMANDS	541	Mystic, Conn.	M.B.McDonald		Burned at sea 1919.
GEORGE E. KLINCK	560	Mystic, Conn.	M.B.McDonald		Foundered March 1941.
JULIA P. COLE	495	Phippsburg, Me.	F.S.Bowker & Son		Foundered Jan.1910.
MARGARET M. FORD	365	Vinal Haven, Me.	A.M.Webster		Lost 1916, Bahamas.
MARY BRADFORD PEIRCE	410	Thomaston, Me.	Washburn Bros.		Burned 1911, Pto.Rico.
MOLLIE S. LOOK	572	Machias, Maine.	E.I.White		Wrecked 1908, N.Car.
PERSIS A. COLWELL	516	Phippsburg, Me.	F.S.Bowker & Son.		1919 French EMILE CARY
				1903	
DORIS	382	Phippsburg, Me.	F.S.Bowker & Son.		1915 foundered, Gulf.
E. MARIE BROWN	456	Thomaston, Me.	Dunn & Elliot Co.		Lost collision 1921.
EDWARD R.BAIRD JR.	279	Bethel, Del.	G.K.Phillips & Co.		Still going.
EMMA S. LORD	374	Millbridge, Me.	Sawyer Bros.		1917 DIAMONDFIELD; lost with all hands, Florida.
FRANK HUSKINS	545	Bath, Maine.	Kelley-Spear Co.		Sold foreign 1918.
FRED W. AYER	387	Phippsburg, Me.	F.S.Bowker & Son.		Lost Mississippi 1920.

THREE-MASTED SCHOONERS

GEORGIA D.JENKINS	471	Phippsburg, Me.	F.S.Bowker & Son.	Foundered Nov.1927, Me.
PHILLIPS M.BROOKS	243	Madison, Md.	Jos.W.Brooks & Sn.	1922 Dominican.
RICHARD LINTHICUM	191	Church Creek, Md.	B.J.Linthicum	1920 Venez.ALSACIA.
WILLIAM BOOTH	545	Mystic, Conn.	M.B.McDonald	Lost collision 1928.
			1902	
ALICE LORD	373	Millbridge, Me.	Sawyer Bros.	Foundered Jan.1915.
ALICE M.DAVENPORT	539	Bath, Me.	New England Co.	Wrecked Aug.1902, Me
BRAZOS	226	Baltimore, Md.	J.S.Beacham & Bro.	Wrecked Florida 191?
CELESTE	403	Tampa, Fla.	Jos.McDonald	Wrecked Jan.1903.
FAIRFIELD	564	Bath, Me.	G.G.Deering	Wrecked Nov.1915.
FRANK W.BENEDICT	534	Bath, Me.	Jas.W.Hawley	1917 Danish A.ANDERSEN; later Estonian EVALD.
HARRY K. FOOKS	276	Bethel, Del.	Geo.K.Phillips & Co.	Foundered 1910, Gulf.
KATE FEORE	382	Phippsburg, Me.	F.S.Bowker	Foundered 1909, Gulf.
MADELEINE	463	Phippsburg, Me.	F.S.Bowker	Wrecked 1914, Gulf.
MARION N. COBB	459	Rockland, Me.	Cobb, Butler & Co.	Foundered 1925, Gulf.
MINERVA II	597	Rockland, Me.	Cobb, Butler & Co.	Lost 1905, Philippines.
VICTOR C. RECORDS	293	Sharptown, Md.	Sharptown M.Ry.Co.	Foundered 1920, N.Car.
WILLIAM BISBEE	309	Rockland, Me.	I.L.Snow & Co.	1937 JOSE GASPAR, Tampa.
WM. THOS. MOORE	291	Bethel, Del.	Geo.K.Phillips & Co.	Foundered Atlantic 1916.
			1901	
BENJAMIN RUSSELL	154	Leesburg, N.J.	Compton & Russell	Missing 1916.
CHARLES H. KLINCK	522	Noank, Conn.	Michael M.McDonald	'41 Canadian; fndrd.'43.
EMILY I. WHITE	352	Machias Me.	E.I.White	Lost S.Car., Feb.1916.
GEORGE F.PHILLIPS	270	Bethel, Del.	Geo.K.Phillips & Co.	Foundered Feb.1910.
LEJOK	371	Millbridge, Me.	Sawyer Bros.	Lost 1920, Yucatan.
MARGARET H. VANE	246	Madison, Md.	Jos.W.Brooks & Son	Wrecked 1908, Virginia.
METINIC	261	Rockland, Me.	Israel L.Snow & Co.	Missing Feb 1916.
SEGUIN	405	Phippsburg, Me.	F.S.Bowker	Lost West Indies 1919.
SUSIE B.DANTZLER	229	Scranton, Miss.	George Frentz	Lost Mexico, Jan.1921.
W. H. DIX	212	Pocomoke City, Md.	E. James Tull	Lost West Indies 1912.
			1900	
EDWIN & MAUD	208	Bethel, Del.	Geo.K.Phillips & Co.	Still cruising.
FUTURE	613	E.Boston, Mass.	John M. Brooks	Foundered Jan.1913.
HELENA	619	Bath, Maine	Kelley-Spear Co.	Wrecked Jan.1909.
HENRY WEILER	400	Phippsburg, Me.	F.S.Bowker	Abnd.at sea Oct.1912.
JOHN W. DANA	556	Phippsburg, Maine	F.S.Bowker	Wrecked La., Dec.1915
MARY E. LEMMOND	314	Thomaston, Me.	Washburn Bros.	Abnd.at sea Sept.1900.
NINETTA M.PORCELLA	591	Millbridge, Me.	Sawyer Bros.	1918 French NINETTA.
PENDLETON SISTERS	793	Belfast, Me.	Carter & Pendleton	Lost Va.coast, Dec.1905.
REPUBLIC	801	Thomaston, Me.	Dunn & Elliot	Sept.1919 lost Brazil.
SANANDREAS	226	Pocomoke City, Md.	E. James Tull	Dec.1900 lost Bahamas.
THEOLINE	586	Belfast, Me.	Geo.A. Gilchrist	1907 LAKEWOOD; lost in collision off Hatteras Apr.'07.
W. R. PERKINS	178	Millbridge, Me.	Leverett Strout	1920 BEMPORATH; later Portuguese GENOVEVA of Lisbon.
WELLFLEET	600	Rockland, Me.	Cobb, Butler & Co.	Lost Diamond Sh1.1911
			1899	
ALVERDA S.ELZEY	283	Bethel, Del.	G.K.Phillips & Co.	Jan.1910 lost Mexico.
DONNA CHRISTINA	174	Tampa, Florida		Capsized April 1915
(actually ELLA B.KIMBALL, built Bath, Me., 1890, rebuilt)				
JOHN MAXWELL	532	Millbridge, Me.	Sawyer Bros.	Nov.1912 lost N.Car.
			1898	
JENNIE D BELL	194	Bethel, Del.	G.K.Phillips & Co.	Still trading.
JOHN RUSSELL	156	Leesburg, N.J.	J. Russell	Sold to Brit Guiana.
OTIS	292	Scranton, Miss.	H.B.Fisher	Missing 1917, Gulf.
SAM'L T. BEACHAM	185	Baltimore, Md.	J.S.Beacham & Bro.	Collision 1913, Fla.Sts.

			1897	
JOHN FRANCIS	322	Tottenville, N.Y.	A.C.Brown	Lost Yucatan, 1922.
JOSIAH LINTHICUM	165	Church Creek, Md.	B.J.Linthicum	Lost at sea 1899.
NOKOMIS	295	Millbridge, Me.	Sawyer Bros.	Foundered Dec.1905.
			1896	
EDWARD SMITH	440	Bath, Me.	Kelley, Spear Co.	Wrecked N.Bruns., 1925
MABEL & RUTH	190	Bethel, Del.	J.M.C.Moore	1946 CITY OF ST.PETERS-BURG; junked Florida 1948.
METHEBESEC	376	Rockland, Me.	I.L.Snow & Co.	1920 lost W.Indies.
WILLIE L.MAXWELL	315	Franklin, Me.	J.P.Gordon	Jun.1919 lost Brazil.
			1895	
ANNIE F. KIMBALL	401	Bath, Me.	George Hawley	Jan.1912 fndrd.Hatteras
BAYARD HOPKINS	269	Bath, Me.	New England Co.	Missing 1919.
CRISIS	247	Scranton, Miss.	Wm. Gandy	Lost 1896.
E. I. WHITE	477	Harrington, Me.	E. I. White	Dec.1901 lost Bahamas.
HENRIETTA A.WHITNEY	217	Ellsworth, Me.	Whitcomb, Haynes & Co.	Burned Aug.1924.
LOTTIE R.RUSSELL	304	Leesburg, N.J.	John Russell	Sold foreign 1913.
			1894	
AGNES S. QUILLIN	197	Bethel, Del.	G.H.Phillips & Co.	Lost Potomac R., 1938
IDA E. COMLY	208	Bethel, Del.	J.M.C.Moore	Lost Jan.1902.
IVY BLADES	234	Bethel, Del.	J.M.C.Moore	1908 CORAPEAKE; burned 1936.
J. W. BALANO	537	St.George, Me.	Port Clyde M.Ry.Co.	Rn.GRACEBELLE TAYLOR; Aug.1907 lost Sto.Domingo.
LENA NELSON	361	E.Boston, Mass.	Jn.A.McKie	Lost July 1896.
REBECCA R.DOUGLAS	475	Bath, Maine.	Kelley, Spear Co.	Fndrd.Atlantic Apr.'43.
MARY LEE PATTON	549	Baltimore, Md.	J.S.Beacham & Bro.	Jan.1905 lost West Ind.
WILLIAM LINTHICUM	156	Church Creek, Md.	B.J.Linthicum	Sold British 1940.
WILLIAM H.DAVIDSON	286	New London, Conn.	Jas.Davidson & Son	
			1893	
CLARENCE A.HOLLAND	200	Bethel, Del.	J.M.C.Moore	Junked 1949.
CORA H. HANSON	525	Thomaston, Maine	Washburn, Bros.	Missing Oct.1896.
EUGENE HALL	319	St.George, Me.	Port Clyde M.Ry.Co.	Lost 1898.
GRACE G. BENNETT	210	Bethel Del.	Geo.K.Phillips & Co.	Still afloat.
HAROLD J.McCARTY	312	Bath, Me.	George Hawley	Lost Florida Mar.1911.
HELENA	184	Bucksport, Me.	H. Fogg	Lost Maine, Apr.1913.
JAMES H. DUDLEY	367	Phippsburg, Me.	F.S.Bowker	GRIFFIN '99; lost 1920.
JAMES H. HARGRAVE	184	Sharptown, Md.		Rn B.P.GRAVENOR; 1942 rn MAYFAIR; 1944 not documented.
LAVINIA M. SNOW	354	Rockland, Me.	I.L.Snow & Co.	Fndrd.1930, Hatteras.
MARGARET B. ROPER	414	Bath, Me.	Kelley, Spear Co.	1919 Portuguese MARIA MANUELA.
MARY J. RUSSELL	372	Leesburg, N.J.	John Russell	Sunk in collision 1910.
PEPE RAMIREZ	450	Columbia Falls, Me.	John H.Crandon	Missing Dec.1905.
THELMA	525	Rockland, Me.	Gilchrist & Keen	Burned Gulf May 1925.
VENUS	204	Cambridge, Md.		1922 EDNA BRIGHT HOUGH; 1938 scrapped.
(Portuguese SANTA LUIZA, 1914-1922)				
WILLIAM F. CAMPBELL	211	Cherryfield, Me.	G.W.Emery	Foundered Apr.1906.
WILLIAM H.SKINNER	262	Baltimore, Md.	Wm.Skinner & Sons	Feb.1908 abnd.at sea.
			1892	
ADELIA T.CARLETON	247	Rockport, Me.	Carleton, Norwood & Co.	July'18 lost S.Atl.
BERTRAM N. WHITE	470	Harrington, Me.	E.I.White	Dec.1898 lost at sea.
CHARLES B. LEET	305	Suffolk, Va.	Wm.O.Cranmer	Jan.1900 lost at sea.
CORA M.	143	Cherryfield, Me.	Joel Hinckley	1916 sold British.
FANNIE REICHE	463	Baltimore, Md.	J.S.Beacham & Bro.	Lost in collision 1905.
FRANK RUID	619	Newburyport, Mass.	Geo.E.Currier	Lost Mexico, Dec.1896.
FREDDIE HENCKEN	500	Bath, Maine	Kelley, Spear & Co.	Lost Florida, Sept.1912.
HUGH KELLY	792	Millbridge, Me.	J.W.Sawyer & Sns.	Foundered April 1915.
IDA C. SOUTHARD	818	Waldoboro, Me.	Reed & Co.	Lost at sea, Feb.1905.

(to be continued)

SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1883. (IRON unless stated otherwise)

Name / Later name	Rig / Year	Tons	First owner / Owner who changed name	Fate
			W. Doxford & Sons, Sunderland	
LUCKNOW (STEEL)	Ship	1492	Tyser & Co., London	Missing 1889, Pacific.
			Richardson, Duck & Co., Stockton	
ANDRETA	Ship	1755	E.F. & W.Roberts, St.John, N.B.	
DIANORA	1918		A. Piaggio, Genoa.	Wrecked May 1918.
M. E. WATSON	Ship	1718	Chadwick & Prichard, Liverpool.	
TICINO	1907		(Italian)	Wrecked August 1908.
			Oswald, Mordaunt & Co., Southampton	
ALBYN	4m.Ship	2154	J.Houston, Liverpool.	Missing 1921, N.Atlantic.
BRITANNIA	Ship	2209	Ship Britannia Co.Lim.(J.Coupland), London.	
NECK			Reederei Visurgia A/G, Bremen	
SONGELV	1914		S.O.Stray & Co., Kristiansand.	Submarined Feb.1917.
CRESSINGTON	Ship	2211	Sailing Ship Cressington Lim.(R.W.Leyland & Co.), L'pl.	
SONGVAND	1913		S.O.Stray & Co., Kristiansand.	Submarined June 1917.
KISTNA	Ship	2204	E. Bates & Son, Liverpool	
FORTUNATO FIGARI	1901		Fratelli Figari, Genoa	
VICTORIA	1905			Hulked Buenos Aires 1909.
LADAKH	Ship	1998	E. Bates & Son, Liverpool	
NINFA	1905		G. Maresca fu.A, Castellamare	
MAMBI	1921		Cia.Cubana de Trans.de Lieles, Habana: steam molasses tanker.	
SCOTTISH DALES	Ship	2107	W.H.Ross & Co., Liverpool	1896 wrecked, Fiji Is.
SCOTTISH HILLS	Ship	2107	W.H.Ross & Co., Liverpool	1910 broken up, Germany.
			R. & J. Evans & Co., Liverpool	
ITATA (Steel: floors and part beams iron)	Bark	950	Builders.	1906 sold for barge, after fire.
			W. H. Potter & Sons, Liverpool	
BRYN GWYN	Bark	1288	D. Morgan, Liverpool	Lost, June 1888.
CROFTON HALL	4m.Ship	2127	Herron, Dunn & Co., Liverpool.	Lost, April 1898.
FORREST HALL	Ship	2052	Herron, Dunn & Co., L'pool.	Wrecked, February 1909.
GEORGE ROPER	4m.Bark	2104	W.T.Dixon,, Liverpool.	Lost July 1883.
KENTMERE	4m.Ship	2521	Sh.K.ComLim.(Fisher & Sprott), Lond.	Hulked 1910.
			Thomas Royden & Sons, Liverpool	
CROWN OF SCOTLAND	Ship	1617	Robertson, Cruickshank & Co., Liverpool	
FRATELLI GAVARONE			Flli. Gavarone, Genoa	
FORTUNA			Hulk at Algiers; still there in 1928.	
LATHOM	Ship	2048	Builders	Lost, Jan.1884
SCOTTISH ISLES	Ship	2046	W.H.Ross & Co., Liverpool	Hulked 1909; broken up'32.
TERPSICHORE	Ship	2046	B.Wencke Sohne, Hamburg.	Hulked 1923, Gibraltar.
			Barrow Shipbuilding Co.Lim., Barrow	
EARL OF JERSEY	4m.Ship	2129	Earl Shp.Co.Lim.(D.Brown & Sns), Lond.	Lost 1887.
			Whitehaven Shipbuilding Co., Whitehaven.	
BENICIA	Ship	1868	Lowden, Edgar & Co., Liverpool	
MANICIA	1912		M. Bruusgaard, Drammen	Broken up, Germany, 1922.
SHERWOOD	Ship	1880	Fisher & Sprott, Liverpool	
LOUISE	1890		D.H.Wätjen, Hamburg.	Missing, Dec.1899.
			R. Williamson & Son, Workington	
CROWN OF ENGLAND	Ship	1839	Robertson, Cruickshank & Co., L'pool.	Lost 1912.
GARSTON (Steel; frames & beams iron)	Ship	1852	R.W.Leyland & Co., L'pool.	Wrecked July 1889.

			Troon Shipbuilding Co., Troon.	
MAGGIE (Wood)	3m.Sch.	201	E.J.Duder, St.Johns, Newfoundland.	
			Robert Steele, Greenock	
INVERUGLAS	Ship	1746	J.McGregor & Son, Greenock	
SIERRA LUCENA			Thompson, Anderson & Co., Liverpool	
SOPHIE	1907		Chr. Nielsen & Co., Larvik.	
TUSITALA	1923		The Ship Tusitala Co., N.Y.	Scrapped at Mobile, 1947
			Russell & Co., Port Glasgow and Greenock.	Greenock yard.
ABOUKIR BAY	Bark	1169	Hatfield, Cameron & Co., Glasgow.	Wrecked 1893
ALCESTER	Ship	1657	J.R.Haws & Co., Liverpool	Wrecked Feb.1897.
DRUMBLAIR	4m.Ship	1907	Gillison & Chadwick, Liverpool	
CISSIE			W. Bowen, Llanelly.	Sunk in collision, 1915.
DRUMELTAN	4m.Ship	1908	Gillison & Chadwick, Liverpool	
MARGARET OVERMAN	1921			
BROOKLYN (barge)	1922		Neptune Line, N.Y.	Foundered May 1936, Kill van Kull.
FALLS OF FOYERS	4m.Ship	2009	Sh.F.F.Co.Lim(Wright & Breakenridge), Gls.	Lost 1899.
GOLDENHORN	4m.Bark	1915	J.R.de Wolf, Liverpool.	Wrecked Sept.1892.
KINCARDINESHIRE	Bark	1373	T.Law & Co., Glasgow.	Foundered March 1887.
MICRONESIA	Ship	1619	J.& W.Goffey, Liverpool	Scrapped after fire 1897.
MOBILE BAY	Bark	1169	Hatfield, Cameron & Co., Glasgow.	Burned 1906.
			Port Glasgow yards	
BANCA	Bark	1046	P.Denniston & Co., Glasgow.	
MARIA L.	1902		L.Lauro, Castellamare	
MARIA G.	1910		A.Veronica & E. Gallo, Genoa	
PIAGALQUA	1918		G.B.A.Piaggio, Genoa	
MEXICO (hulk)	1924		Liotta Bros., Genoa.	Broken up 1928.
EARL BEACONSFIELD	4m.Ship	1960	A.McAlister, Glasgow.	Burned, August 1884.
FORMOSA	Ship	1651	P.Denniston & Co., Glasgow.	Ashore Nov.1915.
GENERAL PICTON	Ship	1660	L. Davies & Co., London	Wrecked July 1888.
J. T. NORTH	Bark	828	W. & J. Lockett, Liverpool.	
JOHAN			R.K.Bager, Marstal, Denmark.	Submarined Dec.1916.
PORT ADELAIDE	Bark	1367	Crawford & Rowat, Glasgow.	Lost Feb.1899, Java Sea.
PRIORHILL	Bark	1180	F.R.Dickson & Co., Glasgow.	Dec.1895 wrecked W.C.S.A.
SHALIMAR	Bark	1016	W.& J.Crawford, Greenock	Missing 1890.
SHANNON	Ship	1690	James Nourse, London.	Missing 1885, B.of Bengal.
TURKISTAN	Ship	1660	W. & J. Crawford, Greenock.	
PORT CRAWFORD	1893		Crawford & Rowat, Glasgow	
MARGARITA	1909		K. Bruusgaard, Drammen.	Broken up Denmark 1924.
			Robert Duncan & Co., Port Glasgow	
ELMHURST	Ship	1784	R.R.Paterson, Greenock	
LOCH GARVE			James Sproat, Liverpool	Sold to Italy 1910.
GRETNA	Ship	1758	T.C.Guthrie, Glasgow.	Lost China Sea, Oct.1892.
HELENSBURGH	Ship	1758	Thom & Cameron, Glasgow.	
MARITA	1907		M.Bruusgaard, Drammen.	Submarined April 1917.
MACRIHANISH	Ship	1758	H.Hogarth, Ardrossan	
AVANCE	1911		S. Marcussen, Lyngør.	
SKELMORLIE	Ship		Hunter, Brown & Co., Greenock.	
CERRO ALEGRE			A.D.Bordes et fils, Dunkirk.	
PUERTO MONTT	1914		Jerman Oelckers, Puerto Montt, Chile.	
TRANSOCEAN	1917		Transoceana Rederi A/B, Göteborg.	
SHANDON	Bark	1442	Thom & Cameron, Glasgow	
VICTOR	1908		J.Samuelsen & Benj.Olsen, Farsund	Hulked Nov.1914
SHANDON	1918		Commonwealth Govt.Line, Melbourne.	Museum ship at Melbourne.
			W. Hamilton & Co., Port Glasgow	
STOCKBRIDGE	Ship	2093	C.F.Ellis & Co., London	
RHUDDLAN CASTLE	1895		R.Thomas & Co., Liverpool.	Abandoned 1908, S.Atlant.

J. Reid & Co., Port Glasgow

R.A.CALDERON Steel Bark 840 W.& J.Lockett, Liverpool
HANSA Carl Johann Klingenberg, Bremen
SEPTA (Finnish) Missing Atlantic 1914.

SIERRA PEDROSA Steel Ship 1686 Sierra Shipping Co.Lim., Liverpool
BRUTUS 1902 Hulked at C.Town; lost at S.Georgia.

SLIEVE DONARD Steel Ship 1891 W.P.Sinclair & Co., Liverpool
SIERRA SEGURA Sierra Shipping Co.Lim., Liverpool
SEGURA 1902 Hulked 1915.

VILLALTA Steel Bark 906 Nicholson & McGill, L'pool. Lost in Pacific Feb.1897.

Birrell, Stenhouse & Co., Dumbarton

NODDLEBURN Bark 1081 M.Carswell, Glasgow. Missing, Pacific, 1895.

A.McMillan & Son, Dumbarton

CROWN OF DENMARK Ship 2103 Robertson, Cruickshank & Co., Liverpool
SAGA
VIBEN 1917 Sejlskibsred.Volante (V.Müller), Copenhagen. Broken up 1923.

FALCONHURST Ship 2043 F.Shp.Co.(W.R.Price & Co.), London. Wrecked 1900.

GIUSEPPINA BERTOLLO Bark 1342 G.Bertollo, Genca.

IOLANTHE Ship 1682 Cruickshank, Gass & Co., L'pool.
MARIA (Italian) Wrecked November 1909.

MACDIARMID Ship 1622 Builders; sold to Italian owners. Broken up 1928.

Barclay, Curle & Co., Glasgow

CLUNY CASTLE 4m.Ship 1986 D.Currie & Co., London
ROWENA 1889 Ferguson & Letham, Greenock. Broken up 1925, Antwerp.

Dobie & Co., Glasgow

DERRY CASTLE Bark 1367 F.Spaight & Sons, Limerick. Wrecked March 1887.

W.B.Thompson & Co., Glasgow

KNIGHT OF ST.MICHAEL 4m.S. 2278 Greenshields, Cowie & Co., Liverpool (STEEL; iron
PACIFIQUE A.D.Bordes & fils, Dunkirk. Missing 1916. floors)

Ramage & Ferguson, Leith

EARL OF SHAFTESBURY 4m.S. 2079 E.of S.Shp.Co.Lim.(D.Brown & Sons), Lond. Lost 1893.

MOUNT CARMEL Ship 1686 Smith & Service, Glasgow. Missing 1917, N.Atlantic.

P. Rodgers, Carrickfergus

GLEANER Wood 3m.Sch. 117 J. Pritchard, Runcorn

ANNIE CROSSFIELD 3m.Sch 119 J. Fisher & Sons, Barrow. (WOOD)

Harland & Wolff, Belfast

BAY OF PANAMA 4m.Ship 2365 J.Bulloch, London. STEEL exc.floors & lower deck

FINGAL Steel 4m.Ship 2570 R.Martin & Co., Dublin beams; wrecked 1891.
HUGO HAMILTON 1916 (Swedish) Submarined Feb.1917

LORD WOLSELEY 4m.Ship 2577 Irish Shipowners Co.Lim., Belfast.
COLUMBIA 1900 Tidemann & Co., Bremen. Dismasted April 1903.
LORD WOLSELEY 1903 Victoria & Vancouver Stevedoring Co., Victoria.(hulk)
EVERETT G.GRIGGS 1906 E.G.Griggs (Tacoma, Wash.), Vancouver, B.C. (6m.bktn.)
E.R.STERLING 1910 Capt.E.R.Sterling (Seattle), B.C. Broken up Sunderland 1928

W. J. PIRRIE 4m.Ship 2576 S.Lawther, Belfast. Lost Nov.1920 as barge.

UNITED KINGDOM SHIPBUILDING IN 1883

Unlike the previous lists, the above is a compilation from "Lloyd's Register" and similar sources, no launching lists being available. Captain H.Daniel has checked the material and supplied most of the brief histories.

The largest 1883 ships were the sisters FINGAL, LORD WOLSELEY, and W.J.PIRRIE. LORD WOLSELEY (broken up as E.R.STERLING after being dismasted), ERUPELTAN (as BROOKLYN), and INVERUGLAS (as TUSITALA) were later American. The latter was the last squarerigger commercially active under the Stars and Stripes.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER 5 49 MARCH 1951

THE SHIPBUILDERS OF THOMASTON -- IIII

DUNN & ELLIOT

Still in existence in Thomaston, and still connected with the sea through operation of a small marine railway, the firm of Dunn & Elliot has a continuous record of business since 1864. In that year, Thomas W. Dunn joined with three of his relatives and four ship-carpenters to build the 233-ton schooner SEVENTY SIX, whose stern carvings still adorn the Dunn & Elliot sail loft at Thomaston.

To unravel the fairly complicated family relationships in E. Walsh & Co., we had best commence with John Elliot, who was born in Halifax, Mass., in 1768, came to Thomaston in 1855, and died there on 19 December 1862, aged 94. He had two sons, John and Richard, who carried on the trade of blockmaker at Thomaston, and three daughters. The eldest girl, Abigail, married Thomas Dunn and went to Boston, where about 1825 they had a son named Thomas W. Dunn. In 1837 they moved to Thomaston, where young Thomas learned the sailmaker's trade.

Another daughter, Mary Ann, married Robert Walsh, son of William Walsh from Dublin, Ireland. Robert Walsh was a successful business man and shipbuilder of Thomaston. He died suddenly on 20 July 1864, at 61. The Walshes' second son, Edwin, born in 1837, had started a hardware store in 1857, and he determined to follow in the shipbuilding footsteps of his father. Accordingly, in 1864 he formed the firm of E. Walsh & Co., the other partners being his cousin Thomas W. Dunn, the sailmaker; his uncle John Elliot, the blockmaker; his cousin George W. Elliot; and the four shipcarpenters, Luther M. Simmons, Nicholas H. Lenfest, Thomas Russell, and G.Y. Creighton.

George Elliot at this time was also in partnership with Thomas W. Dunn as Dunn & Elliot, sailmakers. This firm was originally established by Thomas W. Dunn and Richard Elliot, with George taking the place of his father on Richard Elliot's death in 1859.

In financing the SEVENTY SIX, the firm established a pattern that was followed for many years. Although E. Walsh & Co. doubtless acted as agents in financing the construction of the vessel and in collecting and distributing her earnings, ownership was only in the name of the individual partners and others. Among them, the partners owned only ¼ of the SEVENTY SIX, and two, Lenfest and Simmons, had no direct interest. The rest was distributed among other St. George, Warren, and Thomaston people, many of them related to the partners, with 1/16th taken by James Bliss & Co., shipchandlers of Boston. Captain Joseph Teel of St. George, master of the schooner, owned 1/32, and no one individual owned more than 1/16.

Luther Simmons apparently was master carpenter of the SEVENTY SIX, and she is stated to have been built in the Copeland yard. The following is a list of the vessels built by the firm in the next few years:

		(old)	(gross)	
1864	SEVENTY SIX	233	196	*
1864	JOHN ELLIOT		257	
1865	DAPHNE	brig	425	
1866	CARRIE HEYER		243	
1866	JAMES YOUNG		261	*
1867	CARRIE WALKER		173	
1867	ABBIE DUNN		279	
1868	LIZZIE CARR		286	*
1869	GEORGIA M. MacFARLAND	3m.	267	
1869	ALBERT L. BUTLER	3m.	344	
1869	LOUISA BLISS	3m.	455	
1870	JENNIE F. WILLEY	3m.	383	
1870	CHARLES F. HEYER	3m.	323	
1871	EFFIE J. SIMMONS	3m.	214	
1872	AMOS WALKER	3m.	364	
1872	LIZZIE WILSON	3m.	319	
1872	HATTIE G. McFARLAND	3m.	546	
1873	M. E. DOWNER	3m.	378	
1873	ANNIE C. COOK		221	
1873	ELLA M. BARTER	3m.	272	
1873	LIZZIE HEYER	3m.	360	1898

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LOG CHIPS is published every two months or so by John Lyman at 7801 Gateway Blvd., Washington, 19, D.C. Subscription rate: $1 per volume (12 issues). A few sets of Volume One are still available at $2.

Those marked with the asterisk in the preceding table are stated to have been still afloat in 1903. Years of loss are given when available. All the vessels were schooners except the DAPHNE, the GEORGIA B.MacFARLAND being the first three-master built on the Georges River. HATTIE G.McFARLAND was later a barkentine. The DAPHNE is stated to have been built in the Brown yard at Thomaston, and the CARRIE HEYER in the Walker yard.

That the operations of the new firm were successful from the first is shown by the fact that four deepwater shipmasters owned shares in the JOHN ELLIOT: Samuel Watts and Sanders Curling 1/16 each and Harvey Mills and Alfred Watts 1/32 each. Amos Walker, a shipbuilder of Thomaston, also owned 1/16 of the JOHN ELLIOT, and in 1866 he became a member of the firm. Russell and Creighton, neither of whom owned in any of the vessels after the SEVENTY SIX retired at this time, and the firm was then styled T.W.Dunn & Co. Lenfest last owned in the JAMES YOUNG, and when he withdrew from the firm it was reorganized in 1867 as Walker, Dunn & Co. The schooner AMOS WALKER is still remembered for a passage from Baltimore to Liverpool in 14 days, under Captain John Dunn.

The remaining Walker, Dunn & Co.vessels were:

1874	MAGGIE M. RIVERS	3m.	281	
1874	ALMEDA WILLEY	3m.	426	*
1874	MELISSA A.WILLEY	3m.	425	1915
1875	MINNIE M. WATTS	Bark	1022	1883

The bark MINNIE WATTS was the firm's only venture into deep-water vessels. She was owned 12/64 by her master, Edwin Watts; 1/64 by Eben Creighton; and the rest, in a departure from the usual pattern of ownership, by Walker, Dunn & Co., which at that time consisted of Amos Walker, Thomas W. Dunn, John Elliot, L.M.Simmons, and George Elliot. She left New York with a cargo of railroad iron for Portland, Ore., on 20 May 1883, was spoken off the Horn in July, and then disappeared with Captain Watts and all his crew.

The MELISSA A.WILLEY was later rebuilt and renamed ALICE MURPHY.

For several years after 1875 the firm built no vessels. In 1879 they had the 435-ton three-master R.BOWERS built by H.M. Bean at Camden, and in 1880 Thomas W.Dunn and George Elliot took over, merging the shipping operations with their sailmaking business all under the style of Dunn & Elliot.

Commencing in 1880, the firm built the following vessels:

1880	Bktn	FREEDA A.WILLEY	534	1893
1881	3m.Sch	LIZZIE S.WILLEY	573	1915
1882	3m.Sch	ELLA ELLIOT	441	
1882	3m.Sch	CARRIE STRONG	473	1916
1883	3m.Sch	NELLIE A.DRURY	497	
1883	3m.Sch	LIZZIE CHADWICK	472	1906
1884	3m.Sch	HATTIE DUNN	485	1918
1884	3m.Sch	T. W. DUNN	707	1916
1887	3m.Sch	PHINEAS W. SPRAGUE	778	1917
1888	3m.Sch	CORA DUNN	554	*
1888	4m.Sch	WILLIE H.CHILD	626	1911
1889	3m.Sch	ROBERT McFARLAND	541	*
1890	3m.Sch	BENJ. C. FRITH	886	*
1890	3m.Sch	SADIE C.SUMNER	672	*
1890	4m.Sch	D. H. RIVERS	1072	*
1891	4m.Sch	ELLA M. WILLEY	841	1918
1894	4m.Sch	C. S. GLIDDEN	1057	1897
1898	4m.Sch	C. S. GLIDDEN (2d)	1245	1903
1899	4m.Sch	LIZZIE J. PARKER	1399	1901
1900	4m.Sch	THOMAS S.DENNISON	1491	1913
1900	3m.Sch	REPUBLIC	801	1919
1901	4m.Sch	WILLIAM H. YERKES	1498	1915
1901	4m.Sch	L. HERBERT TAFT	1492	1912

Luther M. Simmons apparently was master builder for the firm in the 1880's, as he owned 1/64 of several of the schooners, and is listed as builder in the "Record." The REPUBLIC was built in the old Watts yard. Thomas W. Dunn was 80 in October 1901, and retired from the firm. A list of all the vessels built up to that time was printed in the "Nautical Gazette" for 23 Jan.1902; it has been supplemented by a list now in the possession of Richard Elliot, for this study.

Dunn & Elliot owned shares in a great many other vessels operated in the Atlantic during this period, doubtless to secure the sailmaking business. In April 1899, for example, they acquired 1/16 of the giant four-masted bark MAY FLINT, 3576 tons, Capt.E.D.P.Nickels being the only other State of Maine owner in her.

In 1902, George Elliot became senior partner of the firm, and he was joined by Richard E.Dunn and Richard O.Elliot of the next generation. They built:

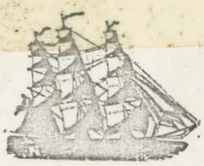
1903	3m.Sch	E. MARIE BROWN	456	1921
1904	4m.Sch	HELEN E. TAFT	1197	1908
1904	4m.Sch	E. STARR JONES	916	1919

After 1904 the firm discontinued building, although there was still a large fleet to be managed, and the sail loft was active. In 1908, Captain Arthur Elliot left the E. STARR JONES and became a partner, and in 1913 the firm bought the O'Brien property, wharves and buildings, and went into the coal, grain, and general store business. During World War I, when there was a brief

TWO-DAY N. H. auction by Richard W. Withington in Concord, N. H., this Tues & Wed. See ad.

forthcoming announcement of a Tremendous antique sale of great importance—in Vermont.

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HISTORICAL NAUTICAL MATERIAL

from Maine's Golden Decades of Sail

THE CONTENTS OF

Dunn & Elliots' Famous Sail Loft

ON THE ST. GEORGE RIVER, THOMASTON, MAINE

Three Blocks from Route 1 via Green Street

Saturday, September 11, 1965 at 10:00 A. M.

Preview Friday, September 10th, from 1:00 until 6:00 P.M.

From 1787 until 1920 the town of Thomaston, Maine, built hundreds of vessels. The Burgess & O'Brien Shipyard, Sail Loft and General Store were the nerve centers of this vast activity. In 1864 Dunn & Elliot took over the great work and carried it on until 1920, when the Edna Hoyt slid down the ways. Some of these Thomaston built vessels were sturdy draught horses, tilling the rivers and coastal waters of the eastern United States, others were gallant racers roaming the seven seas, bringing fame and fortune to their owners, their town and their nation. This auction offers valuable records, documents and objects having to do with the construction, operation and history of these vessels, as well as the men who built and sailed them.

A GREAT QUANTITY OF NAUTICAL PAPERS: About 100 General Store Ledgers dating from the 1830's, which include in their contents entries naming scores of famous sea captains, vessels, their provisioning lists, etc. Approx. 200 original sail plans for various type vessels built throughout the world. Complete 20th century business records of many Dunn & Elliot vessels—brigantines, schooners, ships, etc. These records are by no means dry reading, but contain here and there, data on which a great novel might be spun. Precise "share" records of various Dunn & Elliot vessels. The original notice to owners written in German long hand by the commander of U-Boat 151, announcing his sinking of the Hattie Dunn off the New Jersey coast in 1918—the first American vessel sunk in World War I. Two "Protests" re. the Ship Mary O'Brien made before the U.S. Consul in Liverpool, dated 1862 and 1864. Various charts, Ship Registries, navigation books, etc. (late 19th and early 20th century). Boxes of other papers, letters and records as yet not thoroughly examined. Also a copy of the Ulster Co. Gazette featuring an account of George Washington's funeral, and a rare scalloped parchment "Indenture", dated "London, 1644."

Six magnificent planked half hulls, 5 feet to 6 feet long. Four unusual rare sail makers' benches. Two quarter boards of the Reine Marie Stewart, and one from the Bickmore. Two brass ship logs, one in case. Three unique foreman's desks. Pair of ship's lanterns. Original ship yard bell which summoned the workers. A great quantity of antique ship wrights' hand tools of every sort. Blocks and pulleys in all sizes and woods. Heavy machinery includes 2 crabs, 2 splicing vises and 1 hand winch. Tremendous wheels and cart that conveyed huge spars to the ship yard. Quantities of chain and rope. Signal flags. A great mast. Considerable lumber (one plank 45 feet long). Original wooden bow and rib patterns used in constructing vessels.

Old store scales, tea box, measures, stove, spool cabinet, huge coffee grinder, press, showcases, etc.

The Sail Loft has been sold, and the new owner is awaiting termination of this auction to take complete possession. Full cooperation will be given, however, to those purchasing heavy machinery, spars, etc. This advertisement presents merely highlights of the auction. Time has not permitted a thorough survey of the goods to be offered, and it is highly probable that items as important, or even more so, than those listed herein, will be uncovered before the sale date. Every item in this sale belongs to the Elliot family, and has been consigned to the auctioneer without reserve to be sold at his discretion. Sealed bids and checks received from responsible persons unable to attend.

Ample hotel & motel accommodations nearby.

Seats. Caterer. Order of Dunn & Elliot Co.

A VERITABLE SEGMENT OF MAINE'S GLORIOUS MARITIME HISTORY

GEORGE W. DIETZ, AUCTIONEER & APPRAISER, THOMASTON, MAINE

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NEEDHAM HOLI

revival of wooden shipbuilding in Maine, the firm was incorporated in 1918 for $50,000. About this same time Richard E.Dunn sold out his interest, to go into the garage business in Thomaston; George Elliot died; and Frank D.Elliot entered the firm. Another brother, John A.Elliot, had moved to New York and established a shipbrokerage business there, handling the business of the Dunn & Elliot ships in that area.

The corporation built at Thomaston:

1918	4m.Sch MARGARET THROOP	1264
1919	4m.Bkn CECIL P.STEWART	1216
1919	4m.Bkn REINE MARIE STEWART	1307
1920	5m.Sch EDNA HOYT	1512

It also managed two schooners built by R.L.Bean at Camden:

1920	4m.Sch ROBERT L. BEAN	1335
1920	4m.Sch T. N. BARNSDALL	1309

Of these, the CECIL P.STEWART was lost in 1927 and the ROBERT L.BEAN in 1926. John A.Elliot became managing owner of the MARGARET THROOP in 1924, but less that a year later she was taken over by a Boston firm who named her BESSIE M. DUSTIN. EDNA HOYT and T.N.BARNSDALL passed to other ownership by 1924, leaving only REINE MARIE STEWART under the Dunn & Elliot houseflag. She was laid up at their coal dock about 1930, and although there was a project to send her on a trading voyage to the coast of Africa in the early '30's, nothing materialized, and she finally became a Canadian four-masted schooner in 1938.

Captain Arthur J.Elliot and his sons bought out the interests of Richard Elliott, who is now a banker in Thomaston, and Frank Elliot; and the firm now consists of A.J.Elliot, president; J.Edward Elliot, vice president; and Albert B. Elliott, treasurer; continuing with the coal and general store business.

During the years the firm also managed other vessels than those it built. One of the first of these may have been the EFFIE J.SIMMONS of 1871, as she is not included in either of the lists mentioned. Around 1910 it ran the two-masters ELIZA LEVENSALER, JAMES A.BROWN, and ELLA F. CROWELL and three-masters STEPHEN G.LOUD, ABBIE BOWKER, and JOSEPH W. HAWTHORN. In 1920 it had the three-master MARION N. COBB of 1902.

***

ACKNOWLEDGMENTS--Thanks to Patrick Armitage, Gordon Jones, Capt.J.Johnson, Brad Mitchell, Bob Goddard, Harold Huycke, Marine Digest, New Zealand Ship & Marine News and Finlands Flotta for items col.2.

SAILING SHIP NEWS

JOHN FORREST WILSON LYMAN, 8-lb, 5½-oz, arr Sibley Hospital, Washington, D.C., 5 Nov.1950, and growing every day.

*****

AZALEA, barge (ex 3m.sch, p.56) Nov.1950 reported laid up at Sausalito, Calif.

C.S.HOLMES, barge (ex 4m.sch) 4 Nov.1950 broke towline, towing Zeballos B.C.to Port Alberni by JOAN G.; went ashore at Esteban, B.C., and broke into 4 pieces.

CORAL, 2m.sch (see v.1, p.38) was built at Port Jefferson, N.Y., in 1878, and has been an auxiliary for some years. She was acquired by Capt.Zeb Tilton of Marthas Vineyard to replace ALICE S.WENTWORTH, but he went to the hospital before ever sailing her, and she has now lost her masts.

DAR POMORZA, Pol.aux.tr.ship. Arr Gibraltar 29 July; sailed 30th; 11 Aug.sailed Istanbul for Odessa; 21 Aug sailed from Istanbul on return; 28 Aug.at Palermo; 16 Sept.passed Dover; 20 Sept.sailed Gothenburg; 26 Sept.passed Elsinore for Gdynia and the Iron Curtain.

ERNESTINA, Port.2m.sch. 31 Oct.sailed Providence R.I.for Fogo C.V.I.; cargo of general mdse and 7 passengers.

GEORGE U.HIND, 4m.bktn. The man for whom she was named, former partner in Hind, Rolph & Co., died at San Francisco late in October at 79. The barkentine, as a barge, was beached and burned at Oceanside, Calif., in December 1936.

HELEN DENNY, N.Z.hulk. Was built Glasgow 1866 as a ship, hulked at Wellington in 1913 and has been at Auckland since 1945.

MADALAN, Port.aux.bgn. 10 Nov.sailed Providence for Cape Verdes; pass.& cargo.

MINDANAO, barge (ex 4m.sch ANDY MAHONY). Was sunk by harbormaster off Newport, Calif., in the autumn of 1946.

RESOLUTE, ex 4m.sch. Formerly a yacht clubhouse at Mobile. Still there in 1950 with large white house over deck.

SOPHIE CHRISTENSON, Can.barge. Oct.1950 took 500-M timber from Nootka Sound to Seattle; henceforth to run between British Columbia ports.

ULJAS, Finn.3m.bkn. Built Raumo 1891 by Kalle Linden for John Nurminen; was the foundation of the Nurminen shipowning firm. Laid up about 1940; 4 June 1950 scuttled off Raumo with honors.

WAWONA, 3m.sch. Dragged in Orcas I.berth in same storm that finished C.S.HOLMES; so towed to Seattle by P.S.T.& B.Co. ACTIVE; berthed at Lake Union Drydock. Now owned by J.W.Beardsley & Sons.

BOOK REVIEWS

GIBBS, James A., Jr."Pacific Graveyard; a narrative of the ships lost where the Columbia River meets the Pacific Ocean," 173 pp, 25 ill. Binford & Morts, Portland, Ore. Price, $3.00.

The Columbia mouth, where the river current battles the ocean tides and swells, is a region of steep seas and shifting sands that has claimed about 125 vessels since navigation began there around a century and a half ago. Expenditure of over $25 million by the Corps of Engineers has reduced but not entirely eliminated the risk; even in 1947 the DREXEL VICTORY was lost on the bar.

Jim Gibbs, who is assistant editor of the Seattle "Marine Digest", has combed the beaches of the Northwest for years, running down the stories of these wrecks, and a fascinating collection they make. He tells of the salvage of the COLUMBIA RIVER lightship, which was hauled a mile overland and set afloat again in quiet waters; of the NORTH BEND, a four-masted schooner who floated herself after a year on the beach; the PETER IREDALE, whose bones are still visible after 44 years; and the pilot schooner J.C.COUSINS, whose crew disappeared and left her to sail herself on Clatsop Spit.

Then there is the story of William Begg, survivor of the loss of the GLENMORAG in 1895. He married the girl who helped him take off his wet shoes on the beach, and they still live near the spot, surrounded by relics of the GLENMORAG.

An appendix gives an alphabetical list of the wrecks, which are treated topically in the text. The illustrations are well chosen and convey, as no words can, the tremendous force of the sea.

HAUK, Z.William, "The stone sloops of Chebeague and the men who sailed them; also some Chebeague miscellany," 97 + 11 pp; ill; index. Privately printed, T. Wharf, Boston and Chebeague I., Me., 1949.

Chebeague is the largest island in Casco Bay, Maine, off Portland, and its residents late in the 18th Century employed their market sloops in hauling stone ballast to the Portland shipyards for the new ships. From this beginning the islanders became the "heavy lift" experts of the whole New England coast, building larger and larger sloops until they produced the 111-ton M.M.HAMILTON in 1869, which sported a mainsail with 1003 yards of cloth.

The sloops laid up for the winter in the lee of Cornfield Point, but as soon as the ice went out in the spring they were manned and went to work building wharves and breakwaters or hauling structural granite from quarries to seaport cities or railheads. The boys shipped as cooks at 14, and every able-bodied man on the island had a fling at "slooping" in his time; males were scarce on Chebeague in the summer, except on the 4th of July, when all the sloops returned for the holiday.

This book, which has been produced in an edition of 250 copies from mimeographed pages, contains a complete register of the sloops; a roster of the men who manned them, with genealogies; and a collection of first-hand bits of reminiscence. The appendix has sample account-book extracts for periods between 1839 and 1906. All in all, it provides a fascinating picture of a local seafaring industry which has hitherto gone practically unnoticed.

MORISON, Samuel Eliot, "The ropemakers of Plymouth; a history of the Plymouth Cordage Company 1824-1949," xii, 177 pp; 16 ill; 3 appendixes; index. Houghton Mifflin Co., Boston, 1950. $3.00

Twisting fibers into cordage is an industry not greatly dissimilar from spinning them into thread and then weaving textiles, except that the cordage industry looks to the sea for a larger proportion of its customers. We learn from this book that Plymouth first worked with Manila in 1830, and it formed about a third of total production in 1839. Since Manila, unlike hemp, does not have to be tarred, model makers and artists should take note of the difference in color of rigging made of the two fibers. In 1843 Plymouth introduced steam-heating in the tar vat, instead of applying direct flame, and a lighter-colored hemp resulted.

The appendixes give lengths for a gang of rigging for a 1000-ton ship in 1862 and a 400-ton brig in 1865; a list of officials of the company; and "useful knots and how to tie them."

MANNY, Louise, "Ships of Kent County, New Brunswick; a partial list of vessels built in Kent County," 62 pp, 12 ill. The author, Sackville, N.B., 1949. $1.50

An alphabetical list of some 140 vessels built in Kent County in the 19th Century. The locale is the north or St.Lawrence shore of New Brunswick, the chief

port being Richibucto. Miss Manny has used the sources available to her in a hightly creditable manner, checking the "Record" and "Lloyd's" against the contemporary newspapers and thereby clearing up many discrepancies. Most of those that remain could be resolved by reference to the original registers in the Public Archives at Ottawa.

More local histories of this kind should be produced, to give the basic facts about the shipbuilding of each port, rather than tiresomely rehashing the exploits of a particular few vessels.

STEVENS, John R., "An account of the construction, and embellishment of old time ships," x, 176 pp, 44 plates. Toronto, the author, 1949.

For the most part this book deals with ships of a period older than that covered by LOG CHIPS, except for two plates said to be from a "shipping register of the port of Halifax", but actually from "American Lloyd's Register" (LC v.1, p.135). Some of the models used to illustrate the text are similarly vague in their identification.

The book has been photo-offset from drawings, photographs, and typewritten copy in an edition of 500 copies, and has been given flexible covers and a spiral binding. Originally priced at $14.50, it now sells for $12.00, but devaluation of the pound makes it available from Francis Edwards in London for about $10.80.

DONALDSON, Captain A., "Fifty years too soon," 328 pp, ill. Whitcomb & Tombs Pty. Ltd., Melbourne, 1948. 12/6 Australian.

Captain Donaldson is an Aberdonian who served his time in Milne's INVERESK, was mate of the skysail-yard four-mast bark LYNTON, and then went into steam, joining Burns, Philp just before World War I. He had the misfortune to lose the MATUNGA to the WOLF in 1917, and spent the rest of the war a German prisoner. He went back with Burns, Philp after the war, and was sailing for them when War II broke out. The book was completed in 1942, when the author had been 50 years at sea, but a post script carries him up to November 1944.

The narrative is written in an easy style, and is noteworthy for being a good deal less reticent about night-life ashore than is customary in accounts of this nature.

Captain Donaldson's account of his adventures with the WOLF is entirely without rancor or bitterness toward his captors. We know of three other first-hand narratives of captives of the WOLF, two published quickly after the event; the third, a much better book by Roy Alexander, "Sparks" of the WAIRUNA, was written long afterwards and is more like Captain Donaldson's in its treatment. The WOLF's achievement was really remarkable, and it served as a pattern for similar German operations in World War II about which little yet has been published.

The WOLF narratives:

TRAYES, F.G., "A captive on a German raider," R.M.McBride, New York, 1918.

Trayes was homeward bound from 20 years in Siam, a passenger on the HITACHI MARU.

CAMERON, John Stanley, "Ten months in a German raider," G.H.Doran, New York, 1918.

Capt.Cameron was master of the ex-whaling bark BELUGA; his narrative was also serialized in "Sunset" with the title "The Sea Wolf's prey -- my wife and child and I, for 9 months prisoners on a German raider," August to November, 1918.

ALEXANDER, Roy, "The cruise of the raider WOLF," Yale U. Press, New Haven, 1939.

STRÖM, S.A.E. (Hon.Editor), "The annual Dog Watch, No.8, 1951," 128 pp; ill. Published by the Shiplovers' Society of Victoria, Victoria, Australia.

This is the latest in a series of yearbooks issued by the Victoria group, an organization devoted to preserving maritime history, both sail and steam. It contains 29 articles on various topics in this field, most being first-hand reminiscences.

Copies of this and some previous issues are available from Miss Ström at 117 Williams Road, Prahan S.1, Victoria, Australia.

****

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BETHLEHEM STEEL COMPANY, "1849-1949; a century of progress." 32 pp; ill. San Francisco, 1949. History of Union Iron Works, shipbuilders since 1883.

FIREMAN'S FUND INSURANCE Co., "The story of the DIAMOND KNOT,", 30 pp; ill., San Francisco, 1948. She was sunk in Sts.of Juan de Fuca 13 Aug.1947; 5 million cans of salmon were recovered from 22 fathoms and recanned for the benefit of the underwriters.

GRACE, Joseph P. Obituary in Grace Log, pp.1-5, Sept-Oct,1950; pp.1-5. Died 15 July 1950.

GRÖNSTRAND, Lars, "Finländska seglare; IV, ALTAI, AALTO, SVERRE, KILLORAN." Medd. Sjöhistoriska Museet vid Abo Akademi, No.10. 48 pp; ill. 1947
Biographies of four Finnish barks; three sail plans.

HALL, Charles H., "A. Cary Smith, master designer," Yachting, Feb.1951, pp.46-48, 74-75; ill. Smith (1837-1911) 'never designed a homely boat or a slow one.'

ITKONEN, T., "Mitä ruuhet voivat kertoa muinaisajan liikenteestä," Finlands Flotta, v.25, pp.271-273, Oct.1950. Ill. 'What the flat-bottomed rowboats tell of ancient navigation'--from dugouts to modern Finnish rowboats.

STANDARD OIL Co., "Tankers," The Lamp, v. 32, no.2, pp.10-16, June 1950. Ill. Three watercolors by Lawrence Beall Smith.

TOD, G.M.S., "Sail in '49," Motor Boating, pp.22-24, 66-68, Dec.1950. Ill.

U.S.BUREAU OF CUSTOMS, "Merchant Vessels of the United States 1949 (including yachts and certain other vessels)," 919 pp; Govt.Ptg.Off., Washington, 1950. Price $4.75.

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NEWS & NOTES

NEW MAGAZINE ON SHIPS

The sample issue of "Ships & Sailing," a new venture by the publishers of "Trains" and "Model Railroader," was circulated in January, and if newsstand tests are satisfactory regular publication will commence in June. The first issue, while mostly on current steamship topics, has an excerpt from "Moby Dick" and two pages of schooner photographs.

"Ships & Sailing"will be published by the Kalmbach Publishing Co., 1027 N 7th St., Milwaukee 3, Wisconsin; subscription $5 per year.

SPURLING PRINTS AVAILABLE

The well-known line of Jack Spurling clipper prints is available from Commander Geoffrey Thompson, 2249 N.Madison St., Arlington 5, Va. A score of the more popular prints are in stock, and others can be obtained from the British publishers.

Before his death in May 1933, Spurling had painted most of the famous clippers, Blackwall passenger vessels, and wool ships of the middle years of the 19th Century. His seafaring background enabled him to transfer to canvas the spirit and atmosphere of the great days of sail.

EXPANSION OF "DIE SEEKISTE"

The Kiel journal of maritime affairs has expanded its coverage of historical matters, commencing with the January 1951 issue, through addition of a section called "Logbuch," edited by a well-known Hamburg writer on sail topics, Kapitän Fred Schmidt.

The current issue features a journal of a rounding of Cape Horn in 1891 by the ex-steamer FRITZ REUTER. "Seekiste" is published at Haszstrasze 13-15, Kiel, by Budweg Verlag, at one mark per copy.

GERMAN SHIPS FLY NATIONAL FLAG AGAIN

The black-red-and-gold of Republican Germany is now carried at the foremast of German merchant craft, as of 23 Feb.1951.

FOURTH INTERNATIONAL CONGRESS OF THE SEA

A three-day session of this organization will be held at Ostend in July under the auspices of the Belgian Union of Naval Engineers and Belgian Maritime League. Maritime history and archeology are among the topics to be discussed.

SHIPBUILDING MOVIE WINS AWARD

"The shipbuilders of Essex," produced for the U.S.Department of State and showing the construction of a wooden trawler at Essex, Mass., won first prize in the technical films class at the 11th International Exhibition of Cinematographic Art at Venice, last August and September.

WHALING IN THE AZORES

In 1949, 565 sperm whales were taken in the Azores and 109 at Madeira, representing nearly 1/10th of total world sperm oil production, and all taken with hand irons from open boats in the manner taught by the New Bedford whalers.

IRISH PENNANTS

McKay built only one STAFFORDSHIRE--the one registered 6 Dec.1850 (LC v.2, p. 3) should read DANIEL WEBSTER.

JOSEPHINE WINSATT (LC v.2, p.38) was not a real ram, and Bob Burgess sends photos of her underbody to prove it. She had rounded bilges and finer ends than the true ram type.

From Dr.Jürgen Meyer, to vol.1:

p.109 DUNFION renamed UNDINE of Hamburg
p.120 WILLY RICKMERS " PAUL " "
CAMBUSDOON " CLAUS " "
p.133 S.MARGHERITA " OSSA " "

THREE-MASTED SCHOONERS BUILT ON THE PACIFIC COAST

Name	Gross Tons	Built	Builder	Fate
			1920	
DORIS CRANE (Aux)	351	Oakland, Calif.	W.F.Stone & Son	British; burned Dec.'27.
			1918	
ADY (aux)	373	Hoquiam, Wash.	Chilman Shipyard.	Belgian.
CAROLYN FRANCES (aux; 1925 rn.CHARLES BROWER; 1928 rn CHOUKOTKA)	570	Alameda, Calif.	Barnes & Tibbitts	Sold to Russia, 1928.
GABY (aux)	375	Hoquiam, Wash.	Chilman S.Y.	Belgian; rn RUBENS of Nassau.
PALAWAN (aux)	834	Oakland, Calif.	W.F.Stone & Son	July 1932 burned Baltic.
			1916	
GREAT BEAR (aux)	367	Port Blakely, Wash.	E.W.Heath	Lost Bering Sea July'16.
JUNE (aux)	484	St.Helens, Ore.	St.Helens SB Co.	Sold to Newfoundland.
RUBY (aux)	557	St.Helens, Ore.	St.Helens SB Co.	Abnd.afire March 1919.
			1913	
GOLDEN STATE (aux)	353	Oakland, Calif.	W.F.Stone & Son	"Dog Star" of movies. Hull still at Los Angeles.
			1905	
OREGON (aux)	343	Prosper, Ore.	E.Heuckendorff	Rn APOLLO; rn APOLLO MARU; 1933 owned Kobe.
			1904	
HUGH HOGAN	392	Marshfield, Ore.	K.V.Kruse	Lost 1922 as aux.OZMO.
			1903	
ALPHA	300	North Bend, Ore.	E.Heuckendorff	Lost Feb.'07, Ore.coast.
SAUSALITO	367	San Francisco, Cal.	W.F.Stone	Lost Dec.'15, Wash.coast.
			1902	
ADVANCE	281	Parkersburg, Ore.	S.Danielson	Sold Honduran 1915.
C.A.KLOSE	401	Alameda, Calif.	J.W.Dickie	Foundrd.March 1905.
OAKLAND	418	San Francisco, Cal.	W.F.Stone	Lost'24 as MARY HANLON.
RUBY	345	Alameda, Calif.	J.W.Dickie	Sold Mexican 1940.
			1901	
ADVENT	431	North Bend, Ore.	K.V.KRuse	Lost Ore.coast Feb.'13.
ONWARD	276	Parkersburg, Ore.	S.Danielson	Lost Ore.coast Feb.'05.
			1900	
STANLEY	355	Fairhaven, Calif.	H.D.Bendixsen	Lost Aleutians, 1910.
			1897	
MILDRED	464	Fairhaven, Calif.	H.D.Bendixsen	Mar.'08 lost Wash.coast.
REPEAT	455	North Bend, Ore.	Simpson Yard	1920 sold French.
WAWONA	468	Fairhaven, Calif.	H.D.Bendixsen	Still afloat.
			1896	
ALBERT MEYER	459	Fairhaven, Calif.	H.D.Bendixsen	Lost Florida Dec.1927.
BELLA	180	Acme, Ore.	E.H.W.Hansen	Nov.'06 lost Ore.coast.
METHA NELSON	460	Fairhaven, Calif.	H.D.Bendixsen	US Navy IX-74, W.War II.
			1895	
C.A.THAYER	453	Fairhaven, Calif.	H.D.Bendixsen	Still codfishing.
ELLA LAURENA *	223	Portland, Ore.	J.H.Steffen	Lost Dec.'95
MAWEEMA	453	Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Aug.1928.
			1894	
URANUS (actually steamer SALINAS of 1861 rebuilt)	152	San Francisco, Cal.	C.J.Jorgensen	Junked Sept.1905.
			1893	
JOHN A.	282	Eureka, Calif.	P.Matthews	Breakwater, Puget Snd.'50.
			1892	
CHARLES R.WILSON	345	Fairhaven, Calif.	H.D.Bendixsen	Hull afloat, Puget Snd.
OTTILIE FJORD	261	Fairhaven, Calif.	H.D.Bendixsen	"Pandora" of "Mutiny on the Bounty"; ended in Los Angeles Harbor.
LOUISE	346	Fairhaven, Calif.	H.D.Bendixsen	1946 lost as PACIFICA.
O.M.KELLOGG	393	Fairhaven, Calif.	H.D.Bendixsen	Lost Samoa Sept.1915.
PROSPER	241	Pershbakers Mill, Ore.		Burned for movies 1924.

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*Spelling? Indebted to error.

			1891	
CZARINA	230	Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Feb.1911
ROY SOMERS	315	Fairhaven, Calif.	H.D.Bendixsen	Sold to Papeete.
			1890	
AZALEA	344	Fairhaven, Calif.	H.D.Bendixsen	Hull still afloat.
G. W. WATSON	452	Fairhaven, Calif.	H.D.Bendixsen	Lost at Raiatea Apr.'12.
J. M. WEATHERWAX	384	Aberdeen, Wash.	J.A.Weatherwax	1916 rn ETHEL M.STERLING; 1920 Peruvian BALLESTAS.
LUCY	309	Fairhaven, Calif.	H.D.Bendixsen	1920 RAITA of Papeete.
SADIE	310	Fairhaven, Calif.	H.D.Bendixsen	1921 sold to Philippines.
SEQUOIA	341	Fairhaven, Calif.	H.D.Bendixsen	1933 sold to Mexico.
			1889	
CHARLES E. FALK	298	Fairhaven, Calif.	H.D.Bendixsen	March 1909 lost Copalis, /Wash.
H. C. WRIGHT	290	Fairhaven, Calif.	H.D.Bendixsen	Oct.'10 lost Costa Rica.
SOPHIA SUTHERLAND	156	Tacoma, Wash.	J.McDonald	Lost Arctic Aug.1900.
			1888	
ALLEN A.	342	Fairhaven, Calif.	H.D.Bendixsen	1919 rn.FOX; still afloat as barge, Los Angeles.
GLENDALE	296	Fairhaven, Calif.	H.D.Bendixsen	Lost 1950: barge POINT LOMA
J.M.COLMAN	463	Port Blakely, Wash.	Hall Bros.	Lost San Miguel I.1905.
OCEANIA VANCE	445	Port Blakely, Wash.	Hall Bros.	Barge at Los Angeles, 1934.
			1887	
ESTHER BUHNE	290	Fairhaven, Calif.	H.D.Bendixsen	Wrecked as barge 1927.
F. S. REDFIELD	469	Port Blakely, Wash.	Hall Bros.	Lost Alaska Aug.1911.
FRED E. SANDER	463	Port Blakely, Wash.	Hall Bros.	Sold Peru; rn.LIONELO.
GUIDE	144	San Francisco, Cal.	J.H.Farnum	Lost Mexican coast 1909.
LIZZIE VANCE	442	Port Blakely, Wash.	Hall Bros.	Sold Japan 1923.
W. F. JEWETT	476	Port Ludlow, Wash.	Middlemas & Boole	Lost Mexico Aug.'28.
ZAMPA	385	Port Madison, Wash.	Hughes	Burned 1926 Pearl Harbor.
			1886	
PIONEER	418	Hoquiam, Wash.	J.McDonald	Lost Ore.coast Dec.1900.
COMET	429	Port Blakely, Wash.	Hall Bros.	Lost San Miguel I.1911.
			1885	
W. S. BOWNE	421	Port Blakely, Wash.	Hall Bros.	Sold in Japan June 1891.
			1884	
BERTIE MINOR	273	Fairhaven, Calif.	H.D.Bendixsen	Junked 1924.
OCCIDENTAL	209	Fairhaven, Calif.	H.D.Bendixsen	Lost Calif.coast Feb.'02.
			1883	
CHALLENGER	279	Eureka, Calif.	A.Cookson	Lost Nov.1904, Ore.cst.
CORONA	394	Port Blakely, Wash.	Hall Bros.	Sold to Peru, July 1903.
DORA BLUHM	330	Port Blakely, Wash.	Hall Bros.	Lost Santa Rosa I., 1910.
FANNIE ADELE	234	San Francisco, Cal.	Dickie Bros.	Burned San Francisco'04.
JENNIE WAND	171	Marshfield, Ore.	H.R.Reed	Lost La Paz, Mex.,'06.
JESSIE MINOR	261	Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Sept.1911.
NORMA	326	San Francisco, Cal.	C.G.White	Lost Calif.coast Nov.'99.
ROSALIND (Topsl.)	288	Port Blakely, Wash.	Hall Bros.	Lost Ore.coast Feb.'90.
SAILOR BOY	328	South Bend, Wash.	E.K.Peterson	Junked 1913.
VOLANT	172	Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska July 1905.
			1882	
ALCALDE	321	Port Blakely, Wash.	Hall Bros.	Feb.'04 lost Wash.coast.
BEULAH	357	San Francisco, Cal.	Dickie Bros.	Ended in S.F.Bay
DARE	259	North Bend, Ore.	John Kruse	Dec.'90 lost Vanc.I., B.C.
EMMA CLAUDINA	195	San Francisco, Cal.	Matthew Turner	Nov.'06 lost Wash.coast.
FALCON	205	Fairhaven, Calif.	H.D.Bendixsen	Sold to Chile Jan.1907.
FANNY DUTARD	266	San Francisco, Cal.	C.G.White	Junked Seattle c.1935.
FIDELITY	192	Eureka, Calif.	A.Cookson	Lost Humboldt Bar Nov'99.
J.C.FORD	242	San Francisco, Cal.	Matthew Turner	Feb.'93 lost Wash.coast.
LAURA MADSEN	345	Gardiner, Ore.	Holden	Lost Arctic ice Oct.'05.

(continued on page 57)

			1882, continued.	
LENA SWEASEY	256	Eureka, Calif.	A.Cookson	Lost Mexico Aug.1903.
MABEL GRAY	205	Fairhaven, Calif.	H.D.Bendixsen	Lost Calif.coast Mar.'04.
MARY DODGE	243	Eureka, Calif.	Charles Murray	Dec.1916 sold in Peru.
QUEEN	277	San Francisco, Cal.	C.G.White	Sold to Mexico 1912.
VESTA	285	San Francisco, Cal.	M.Turner	Lost Dec.1897.
WILLIAM RENTON	447	Port Blakely, Wash.	Hall Bros.	Sold to Mexico Mar.1913.
			1881	
ANNIE LARSEN	376	Port Blakely, Wash.	Hall Bros.	June'18 lost S.Pacific.
BERTHA DOLBEER	242	Fairhaven, Calif.	H.D.Bendixsen	Lost N.Z.coast Feb.'18.
DAKOTA	335	Marshfield, Ore.	H.R.Reed	Lost 17 Sept.1886.
HALCYON	293	Eureka, Calif.	A.Cookson	Lost at sea Nov.1918.
JAMES A.GARFIELD	316	North Bend, Ore.	John Kruse	1908 sold to Peru; rn G.GARIBALDI
JOHN G.NORTH	336	Marshfield, Ore.	H.R.Reed	May'19 burned as barge.
JOSEPH RUSS	247	Eureka, Calif.	E.Cousins	Lost Aleutians May 1912.
MAGGIE	196	Eureka, Calif.	E.Cousins	Lost Mexico 11 June 1903.
MARIA E. SMITH	365	Port Blakely, Wash.	Hall Bros.	12 July 1904 abandoned.
VEGA	245	Fairhaven, Calif.	H.D.Bendixsen	1918 sold to Peru.
			1880	
EVA	277	Seabeck, Wash.	Murray	Apr.'10 lost Mexico.
IDA McKAY	187	Fairhaven, Calif.	H.D.Bendixsen	Feb.'12 lost at sea.
			1878	
PEERLESS	244	Gardiner, Ore.	Peterson	Reg.abandoned 1925.
TRUSTEE	280	North Bend, Ore.	John Kruse	Lost Wash.coast Apr.'86.
			1877	
CHARLES H. MERCHANT	283	Marshfield, Ore.	H.R.Reed	Lost Ore.coast Aug.1902.
COMPEER	347	Fairhaven, Calif.	H.D.Bendixsen	Lost Bristol B., Jul.'12.
[illegible]	364	Port Ludlow, Wash.	Hall Bros.	Lost Alaska Sep.'97.
HUENEME				
			1876	
COURSER	357	Port Ludlow, Wash.	Hall Bros.	Abnd.at sea Dec.1892
EXCELSIOR	348	Fairhaven, Calif.	H.D.Bendixsen	Lost Alaska Aug.1906
JENNIE STELLA	292	Marshfield, Ore.	H.R.Reed	Lost Mexico Dec.1905.
PREMIER	307	Port Ludlow, Wash.	Hall Bros.	Lost Unimak I., May'19.
REPORTER	350	Port Ludlow, Wash.	Hall Bros.	Lost at S.F., March'02.
			1875	
EMMA UTTER	279	Port Ludlow, Wash.	Hall Bros.	Lost Brit.Col.Feb.'04.
JOSEPH PERKINS	297	Vallejo, Calif.	J.Perkins	Lost Haw.Is., May 1880.
LAURA MAY	246	Marshfield, Ore.	H.R.Reed	Lost Alaska Aug.1901
SUNSHINE	326	Marshfield, Ore.	Holden	Lost maiden voyage.
WILLIAM L.BETBE	296	Port Ludlow, Wash.	Hall Bros.	Lost S.F.Dec.1894.
			1874	
UNA	207	Port Blakely, Wash.	Bryant	Lost Panama Oct.1909.
			1873	
PIO BENITO (Topsl)	277	Port Ludlow, Wash.	Hall Bros.	Lost Cent.Amer.1875.
			1871	
ELNORAH	144	Newport, Ore.	James Munroe	Lost Calif.coast 1897.
			1872	
OREGONIAN	246	Coos Bay, Ore.	John Kruse	Lost Ore.coast Jan.'77.
			1867	
JAMES TOWNSEND	168	Noyo, Calif.	Peterson	Lost Calif.coast 1895.
			1866	
SUE MERRILL	148	Russian Gulch, Cal.	T.H.Peterson	Lost Calif.coast 1867.

Two of the above, ROSALIND (1883) and PIO BENITO (1873) were three-masted topsail schooners. The JOSEPH PERKINS (1875) may have been one also, as she is called a barkentine in some accounts. The SUSAN & KATE DENIN of 1854 was described as a three-master by her builder, John G.North, many years later; but her register gives her only two masts. 1871 is correct for ELNORAH and 1872 for OREGONIAN.

SAILING SHIPS BUILT IN THE UNITED KINGDOM, 1882
(All IRON unless otherwise noted)

			W.Doxford & Sons, Sunderland	
EDNYFED	Bark	1115	R.Thomas & Co., London	
ERNA	1908		Pettersen & Lillenaess, Porsgrund	
EDITH JONES	1912			
EDITH WOLDEN	1915		H.E.Wolden, Montevideo	
CRIOLE	1917		Oriental Nav.Co., N.Y.	Barge; junked 1938.
KIRKMICHAEL(STEEL)	Bark	933	J.Steel & Sm., Liverpool.	Wrecked Dec.1894
MOEL-Y-DON	Bark	1112	Gwynedd Shipp.Co.Lim., Carnavon.	Abandoned 1901.
			Osborne, Graham & Co., Sunderland	
GANGES	Bark	1529	J.Nourse, London.	
ASTERS	1917		Thv.B.Heistein & Sons A/S, Kristiansand.	Submarined May'17
			Sunderland Shipbuilding Co., Sunderland	
GLENFINLAS	4m.Ship	2228	L.H.McIntyre & Co., Liverpool.	Missing 1897, S.Pac.
GLENORCHY	4m.Ship	2229	L.H.McIntyre & Co., Liverpool.	
FRATELLI BEVERINO	1897		Flli. Beverino, Italy.	
ITALIA			(Italian)	Lost in collision Jul.'15
			R. Thompson & Sons, Sunderland	
ALLONBY	Bark	1451	P.Iredale & Son, L'pool.	Hulked Trinidad 1909.
			W. Walker & Co., London	
ANNIE McDONALD	Bark	479	Mrs. S. M. McDonald, London.	
CANNA			H.Stubbings, Liverpool.	
			Oswald, Mordaunt & Co., Southampton	
BOLAN	Ship	2058	T.& J.Brocklenank, Liverpool.	Missing 1889.
FRANKISTAN	Ship	2002	Brit.& Eastern Shipp.Co.Lim., L'pool.	Burned 1902.
LEICESTER CASTLE	Ship	2067	L.C.Shp.Co.Lim.(J.Coupland), Liverpool	
VIK	1912		Lars Christensen, Sandefjord.	Broken up USA 1923.
RAJORE	Ship	2093	William Rome, Liverpool.	Broken up 1923, Germany.
SARDOMENE	Ship	2000	H.Fernie & Sons, L'pool.	Submarined July 1915.
THE HAHNEMANN	Ship	1997	Stuart & Douglas, L'pool.	Wrecked July 1902.
			W.H.Potter & Sons, Liverpool.	
DRUMMUIR	4m.Ship	1844	Gillison & Chadwick, L'pool.	Sunk by LEIPZIG 1914.
DYNOMENE	Ship	1949	H.Fernie & Sons, L'pool.	Hulked 1908; sunk 1925.
GENISTA	Ship	1852	Sandbach, Tinne & Co., L'pool.	Submarined May 1916.
KALMIA	Ship	1842	Sandbach, Tinne & Co., L'pool.	Lost in Hooghly '85.
MUNCASTER CASTLE	4m.Ship	2104	Lancaster Shipowners Co., L'pool.	Wrecked 1901.
MYLOMENE	Ship	1949	H.Fernie & Sons, L'pool.	Broken up Holland 1910.
			T.Royden & Sons, Liverpool	
GODIVA	Ship	2054	Sandbach, Tinne & Co., L'pool.	Abandoned Dec.1904.
OREAD	Bark	828	J.Newton, Liverpool.	Wrecked May 1901.
OREALLA	Ship	1843	Sandbach, Tinne & Co., L'pool.	Submarined May 1916.
STRONSA	Ship	2053	Sandbach, Tinne & Co., L'pool.	
VALKYRIEN	1909		A.O.Andresen & Co., Copenhagen.	Broken up 1923.
WINDSOR PARK	1840		W.P.Ship Co.Lim.(A.Howden & Co.), London.	Hulk since 1920.
			Whitehaven Shipbuilding Co., Whitehaven	
ILALA	Ship	1375	Lowden, Edgar & Co., Liverpool.	Abandoned March'17.
MORESBY	Ship	1259	J.Dodd, Liverpool.	Lost, Dec.1895.
			R. Williamson & Son, Workington.	
AIGBURTH	Ship	1838	Sl.S.A.Co.Lim.(R.W.Leyland & Co)L'pl.	Lost 1904.
GRASSENDALE	Ship	1842	Sl.S.G.Co.Lim.(R.W.Leyland & Co)L'pl.	Missing 1884.

Troon Shipbuilding Co., Troon

CULZEAN CASTLE	3m.Sch	178	J.Bell, Ayr. (WOOD)	
STRATHENDRICK	Bktn	198	J.M.Campbell, Glasgow. (WOOD)	
IMOGENE			C.T.Bowring & Co., Liverpool.	Q-Ship, 1918.

R. Steele & Co., Greenock

INVERSNAID	Ship	1614	J.McGregor, Greenock.	Foundered 15 Oct.1886.

Russell & Co., Port Glasgow and Greenock. Greenock yard.

FALLS OF AFTON	4m.Ship	1974	Shp.F.of A.Co.Lim(Wright & Breakenridge), Gls.	
FRANCESCO GIUSEPPE I.(Austrian)				
FALLS OF AFTON				Submarined 1917.
FALLS OF DEE	4m.Ship	1974	Shp.F.of D.Co.Lim.(Wright & Breakenridge), Glasgow	
IRIE	1910		Oscar Hytten, Tønsberg.	Submarined May 1917.
MATTERHORN	4m.Bark	1918	J.R.de Wolf, Liverpool.	Foundered Apr.1909, N.Pac.
PENGWERN	Ship	1648	Shp.P.Lim.(D.W.Davies & Co.), L'pl.	Foundered 1907.
SUTHERLANDSHIRE	Ship	1641	T.Law, Glasgow	Wrecked 25 July 1900.
UNION	4m.Ship	2234	A.D.Bordes & Fils, Bordeaux.	Sunk Oct.1914.

Port Glasgow yards.

BANDEETH	Bark	724	W.& J.Lockett, Liverpool	
OLDENBURG				
PRECURSORE M.				
ARGENTARIO	1917		Soc.Prodotti Chimici, Colla e Concime, Rome.	
HUDSON BAY	Ship	1642	Hatfield, Cameron & Co., Glasgow.	Foundered 1886.
KILBRANNAN	Ship	1635	Kerr, Newton & Co., Glasgow.	Ashore Feb.1896.
MARION CHILCOTT	1897		Barneson & Chilcott, Seattle.	1926, molasses barge.
PORT GLASGOW	Bark	923	Crawford & Rowat, Glasgow.	Missing S.Pac., 1895.
PORT GORDON	Bark	1147	Crawford & Rowat, Glasgow.	Wrecked Feb.1889.
SUMATRA	Ship	1151(net)	P.Denniston, Glasgow.	Wrecked 17 Nov.1882.

R. Duncan & Co., Port Glasgow

AMPHITRITE	Ship	1777	C.S.Caird & Co., Greenock.	Missing 1911.
CLAN MACKENZIE	Ship	1684	Thomas Dunlop & Sons, Glasgow.	
MAJORKA	1909		Red.A/S Majorka (K.Bruusgaard), Drammen.	Submarined 1917.
ECCLEFECHAN	Ship	2106	T.C.Guthrie, Glasgow.	Wrecked Feb.1900.

J. Reid & Co., Port Glasgow

CLONCAIRD (STEEL)	Bark	1361	J. Kerr & Co., Greenock.	
TERESA	1898		Figari Fratelli, Genoa.	Broken up Feb.1910.
KENMORE	Bark	958	R.B.Finlay, Greenock.	Missing 1894.
PINMORE (STEEL)	4m.Bark		J.Kerr & Co., Greenock.	Sunk by SEEADLER 1917.
SIERRA PARIMA(STL)	Ship	1584	Sierra Shipp.Co.Lim., L'pool.	Wrecked June 1896.

Birrell, Stenhouse & Co., Dumbarton.

GEORGE GORDON	Ship	1310	North Brit.Shipp.Co.(Grierson & Cowper), Gls.	Lost'84
GOGOBURN	Bark	1098	M.Carswell, Glasgow.	
ALFREDO			(Spanish)	Broken up 1927.
TALAVERA	4m.Ship	1796	J.Hardie, Glasgow.	Lost May 1896.

A.McMillan & Son, Dumbarton

IMBERHORNE	Ship	2042	I.Sh.Co.Lim(W.R.Price & Co), Lond.	Submarined 1917.
LADY ISABELLA	Ship	1520	North Brit.Shipp.Co., Glasgow.	Wrecked 18 Dec.1902.
MARACAS	Ship	1496	W.Kenneth & Co., Glasgow.	Missing 1886.
MILTONPARK	Ship	1520	North Brit.Shipp.Co., Glasgow.	Missing 1903

Barclay, Curle & Co., Glasgow

ALCINOUS	Ship	1662	A.&.J.H.Carmichael & Co., Greenock.	Missing 1905.
ANAURUS	Ship	1659	A.& J.H.Carmichael & Co., Greenock.	
MABELLA	1905		K.Bruusgaard, Drammen	1 Mar.'17 submarined.
CITY OF BENARES	Ship	1574	G.Smith & Sons, Glasgow.	Lost 1 Oct.1911.
CITY OF MADRAS	Ship	1655	G.Smith & Sons, Glasgow.	
WEMYSS BAY	1901		Hatfield, Cameron & Co.	Lost Sept.1903

(continued on.page 60)

Barclay, Curle & Co., Glasgow, Continued.

INVERARNAN	Ship	1541	J.McGregor, Greenock.	Missing 1883.
KELVINSIDE	Ship	1651	W.Duncan & Co., Glasgow.	Wrecked Aug.1887.

C.Connell & Co., Glasgow

VANDAURA	4m.Ship	2086	J.D.Clink & Co., Greenock.	Submarined May 1917.
WEST LOTHIAN	4m.Ship	1882	J.Boyd, Glasgow.	Submarined April 1917.

Dobie & Co., Glasgow

FIRTH OF CLYDE	Ship	1268	J.Spencer & Co., Glasgow.	Lost Oct.1907, S.Austr.
FIRTH OF OLNA	Ship	1264	J.Spencer & Co., Glasgow.	Missing 1887.
HENRY JAMES	Bark	996	North Brit.Shipp.Co., Glasgow.	Wrecked May 1888.
LIVERPOOL	4m.Ship	2089	W.Price & Co., Liverpool.	Missing 1883.
LOCH BREDAN	Bark	982	J.Sproat, Liverpool.	Missing 1900.

A.Stephen & Sons, Glasgow

ABERDEENSHIRE	Bark	1300	T.Law, Glasgow.	Lost 6 Oct.1882.
TEVIOTDALE	4m.Ship	1695	J.& A.Roxburgh, Glasgow.	Lost Oct.1885.

A.Hall & Co., Aberdeen

ELVIRA	Bark	493	H.F.Watt, Liverpool.	
PORT JACKSON	4m.Bark	2212	Duthie Bros., Aberdeen.	Submarined April 1917.

A.Stephen & Sons, Dundee

GLENFYNE (STEEL)	Bark	957	Dundee Shipowners Co.(W.C.Taylor & Co.), Dundee	
TERESA G.				
LUIGINA G.			G.Mortala, Genoa.	Wrecked Feb.1917.
GLENOGLE (STEEL)	Bark	958	Dundee Shipowners Co., Dundee.	Burned Sept.1901.
GLENSHEE	Bark	895	Dundee Shipowners Co., Dundee.	Broken up 1923.
HELENSLEA (STEEL)	Bark	1374	Builders.	Lost Aug.1897.

W.B.Thompson, Dundee

DUNDEE	4m.Ship	2063	Charles Barrie, Dundee.	Broken up 1925, Rotterdar

Ramage & Ferguson, Leith

HIGHLAND GLEN	Bark	1032	Crane, Colvill & Co., Glasgow.
NUUANU		1898	C.Brewer & Co., Honolulu, Hawaii.
PROGRESO		1926	Ty.Camco Sobrino, Cebu, P.I. (Aux.4m.sch)
HAI HONG		1927	Juan Sandoval, Manila
MAGGIE		1929	Visayan Stevedoring Transportation Co., Iloilo.
SAN BERNARDINO		'29	Visayan Stevedoring Transportation Co., Iloilo.

P. Rodgers, Carrickfergus

LOUIE BELL	Wood 3m.Sch		J.Fisher & Sons, Barrow	118 tons. Submarined Jan.1918
POLLIE WHITTAKER	Bgn.	191	R.Singlehurst, Liverpool.	(Wood)

Harland & Wolff, Belfast.

GARFIELD	Ship	2347	Thomas Ismay, Liverpool.	STEEL: IRON FLOORS & BMS.
MAESTRANZA	Repair hulk.		Cia.S.Americana de Vapores, Valparaiso.	
LORD DOWNSHIRE	4m.Ship	2322	T.Dixon & Sns., Belfast	Missing 1895
	(STEEL with iron beams and floorplates)			
WALTER H. WILSON	4m.Ship	2516	S.Lawther, Belfast	
CALIFORNIA		1903	J.Edgar & Co.	Wrecked Jan.1913.

UNITED KINGDOM LAUNCHINGS, 1882.

Again this list is a compilation from Lloyd's Register and other sources, with a great deal of assistance from Captain H. Daniel of Montevideo.

WALTER H.WILSON, later CALIFORNIA, was by a margin of nearly 200 tons the largest sailer of the year.

Vessels later American included ORIOLE ex EDNYFED, DRUMMUIR (registered at Victoria, B.C.), MARION CHILCOTT ex KILBRANNAN (last serving as a molasses barge at Havana), and NUUANU ex HIGHLAND GLEN.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER SIX 61 MAY 1951

THE SHIPBUILDERS OF THOMASTON -- V
WASHBURN BROTHERS

The Washburn line in Thomaston begins with Kimball Washburn, whose son, George K. Washburn, married Abigail K. Dunn. Abigail must have been of the sailmaking Dunns who later founded Dunn & Elliot; at any rate George K. Washburn was a sailmaker, carrying on a business established in 1836. He also owned small shares -- a 16th or 32d -- in many of the vessels he made sails for. In 1883 the sail loft was taken over by his third son, Charles H. Washburn, who was born about 1848.

Meanwhile the retirement of Samuel Watts left an idle shipyard in Thomaston, and accordingly in 1886 the firm of Washburn Brothers & Co. was established. The partners were Frank A., Charles H., Edwin P., and William C. Washburn and James Overlock, a lumber dealer. As was almost invariably the case in the smaller Maine shipbuilding centers, a general store, where the ship carpenters could get credit, was operated in connection with the shipyard. In fact, it appears likely that a great deal of the capital required to finance the building of Maine ships, from keel-laying to launching, was unknowingly supplied by the wholesalers of New England. The shipyard workers, though generally paid in cash, spent most of their wages at the company store, and the line of credit extended by the wholesalers to the store helped carry the vessel until she was completed and the part owners paid in their full shares.

Newell E. Vinal was master builder for the Washburn firm when it commenced operations in the former Watts yard, and the first hull, the schooner MATTIE E. EATON, was completed early in 1887. The firm owned 1/32 of her, as did Vinal; C.H. and E.P. Washburn individually each owned 7/64, and the rest was widely distributed. The following is a list of schooners built by Washburn Brothers, with gross tonnages:

1887	3m.Sch MATTIE E. EATON	620
1888	4m.Sch JOHN K. SOUTHER	993
1889	4m.Sch MABEL JORDAN	993
1890	4m.Sch CHARLES L. DAVENPORT	1032
1890	4m.Sch HENRY J. SMITH	1108
1890	3m.Sch CARRIE T. BALANO	630
1891	3m.Sch MARTHA T. THOMAS	789
1893	3m.Sch CORA H. HANSON	525
1895	4m.Sch HENRY LIPPITT	895
1896	4m.Sch R. W. HOPKINS	935
1898	4m.Sch JOHN C. HAYNES	1346
1899	4m.Sch MARY T. QUINBY	1172
1900	4m.Sch JOHN E. DEVLIN	1107
1900	3m.Sch MARY E. LERMOND	314
1900	4m.Sch JOSEPH B. THOMAS	1564
1901	5m.Sch JAMES PIERCE	1664
1901	4m.Sch JOSEPH G. RAY	1253
1902	4m.Sch HARRY T. HAYWARD	1203
1903	5m.Sch WASHINGTON B. THOMAS	2638
1903	4m.Sch HELEN THOMAS	1470
1904	4m.Sch MARGARET THOMAS	1427
1904	3m.Sch MARY BRADFORD PIERCE	410
1905	3m.Sch STILLMAN F. KELLEY	685

The JAMES PIERCE and WASHINGTON B. THOMAS were the first five-masters built at Thomaston, and the only other one ever produced there was Dunn & Elliot's EDNA HOYT in 1920.

After a few years of operations at Thomaston, with their fleet well on the way to becoming one of the largest coasting schooner fleets on the Atlantic, the Washburns also acquired the old marine railway at Herring Gut, down the river from Thomaston. This town, which was rechristened Port Clyde by the post office authorities, is more accessible from the sea than Thomaston and hence more suitable for conducting a ship repair business. New construction was undertaken here from time to time also, and the following small schooners are listed as built by the Washburn Marine Railway Co., or (after 1892) by the Port Clyde Marine Railway Co.

1890	2m.Sch. FRED B. BALANO	263
1892	3m.Sch JAMES A. SIMPSON	250
1893	3m.Sch EUGENE HALL	319
1894	3m.Sch J. W. BALANO	537

The SIMPSON and HALL were managed by James A. Simpson of Westfield, New York,

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and the other two were run by the Washburns, along with all the schooners they built at Thomaston. In 1892 Overlock dropped out of the partnership, and the firm was reorganized as Washburn Brothers.

Along with the vessels built for their own account, Washburn Brothers also ran a couple of second-hand schooners, notably the 296-ton two-master GEORGE H.MILLS, built at Port Jefferson, N.Y., in 1867, and the 306-ton three-master J.S.LAMPREY, Salem, 1872. In 1904, at the time their 25th vessel (probably MARGARET THOMAS) was being built, it was stated that the firm had produced 11 from the same model, and that the recent four-masters were costing $70,000.

Washburn Brothers suffered a fairly high loss rate -- three schooners, JOHN HAYNES, MARY LERMOND, and WASHINGTON THOMAS, were lost when brand-new -- and in 1907 their fleet had dwindled to only 13 vessels including J.S.LAMPREY and GEORGE MILLS. Several more losses and sales occurred in the next few years, and by 1911 the last survivors of the fleet were sold outright to Crowell & Thurlow of Boston.

VI -- ATLANTIC COAST COMPANY

Crowell & Thurlow continued to build up their schooner fleet, and also built a line of steamers. In World War I they went into the shipbuilding business, acquiring several yards Down East for building wooden schooners. One of these yards was at Thomaston, where the Atlantic Coast Company, Crowell & Thurlow's shipbuilding subsidiary, managed by Will Washburn and with Ira Vinal as master carpenter, built the following schooners for Crowell & Thurlow's management:

1917	4m.Sch JESSIE G. NOYES	1376
1918	4m.Sch AUGUSTA G. HILTON	1652
1918	4m.Sch IDA S. DOW	1411
1919	4m.Sch M. VIVIAN PIERCE	1511
1919	4m.Sch WM H. HARRIMAN	1450
1920	4m.Sch ATLANTIC COAST	1643
1920	4m.Sch ELIZABETH FREEMAN	1665

The registered owner of these vessels was changed from the Atlantic Coast Co. to the New England Maritime Co. in 1925, but Crowell & Thurlow continued as managers. JESSIE NOYES was lost in 1927; as was E. FREEMAN, and ATLANTIC COAST in 1926. WM. H.HARRIMAN went out to the West Coast in 1928 and ended in Los Angeles Harbor in 1940. AUGUSTA HILTON was lost as a Brava packet in 1933; IDA DOW was hulked at Newport News, and M.V.PIERCE, as EDWARD L.SWAN, became a breakwater at Astoria, Long.I.

THE SHIPBUILDERS OF COOS BAY

III. HANS R. REED

It is difficult to trace the activities of a shipbuilder who was inclined to move about in his business operations, compared with the more usual cases where a man or a firm settles down in one locality and becomes identified with the shipbuilding industry of that port. West Coast shipbuilders, however, tended to be a restless lot, and none more so than Hans Reed. Thanks, however, to some autobiographical notes that he contributed to the "Overland Monthly" in 1895, together with painstaking work by Victor West of North Bend, Oregon, which has been made available to us, we can present a fairly detailed picture of Reed's career.

He was born in Norway in 1840 and was educated in the shipwright's trade. Having passed his examinations he shipped out for San Francisco, where he landed in April 1860. He at once found work in the shipyard of a fellow Norseman, John G.North, where he worked on the BROTHER JONATHAN, REFORM, YOSEMITE, CAPITOL, GEORGE LEWIS, and EUPHEMIA -- river and coastwise passenger steamers that were built or rebuilt by North.

After seven years at this work, Reed moved to the Mare Island Navy Yard for a year or so, and then went with his brothers Olaf and Edward to Davenport Landing, on Monterey Bay near Santa Cruz, where they built the JENNIE THELIN.

Reed next went to Puget Sound, where at Port Madison he built the J.S.PHELPS, still in association with at least one of his brothers, and then went to Coos Bay where he got out the frame of a steamer, shipped it to San Francisco, and at a spot then part of Henry Owens' shipyard and now occupied by the Union plant of the Bethlehem Shipbuilding Company he put together the steamer EASTPORT for the Oregon Coal Co. Then he returned to Port Madison and built a steamer and a barkentine with his brother Olaf. His work up to 1875 can be summarized as follows:

1869	2m.Sch JENNIE THELIN	145
1870	2m.Sch J. S. PHELPS	101
1872	Stmr EASTPORT	483
1873	Stmr EMPIRE	732
1874	3m.Bkn S. M. STETSON	707

In 1874 Hans Reed came to Marshfield as master builder for E.B.Dean & Co., in a yard originally set up in 1868 by John Hamilton Howlett and Captain James McGee for John Pershbaker, along with a sawmill. Mill and yard were acquired by Dean three

years or so later. Here at Marshfield, Reed built:

1875	3m.Sch LAURA MAY	246
1875	2m.Sch PANNONIA	206
1876	3m.Sch JENNIE STELLA	292
1877	3m.Sch CHARLES H. MERCHANT	283
1880	3m.Bkn GEORGE C. PERKINS	388
1881	3m.Sch DAKOTA	335
1881	3m.Sch JOHN G. NORTH	336
1882	3m.Bkn C. C. FUNK	539
1882	2m.Sch VIKING	146
1883	2m.Sch GLEN	127
1883	3m.Sch JENNIE WAND	171
1884	Stmr COOS BAY	544
1886	Stmr ANTELOPE	29

After building the ANTELOPE, Reed went back to Port Madison, where he built

1888	4m.Sch PURITAN	614.

Then he returned to Oregon, this time to Bandon, on the Coquille River about 15 miles south of Coos Bay. Here he built:

1889	2m.Sch SILVER WAVE	28
1889	St.Tug TRIUMPH	55
1890	St.Whl.DISPATCH	158
1890	St.Whl.ALERT	96
1891	Stmr. HOMER	501

Next he built a schooner on Coos Bay, at Pershbaker's Mill:

1892	2m.Sch MASCOT	75

Then he went back to the Coquille, this time to Prosper, which is 4½ miles above Bandon, and built

1893	2m.Sch WINCHESTER	118.

During the next five years of hard times, we find no new construction credited to Hans Reed. Then he appears at Fort Bragg, Northern California, building a steam schooner:

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In 1900 he was back on Coos Bay again, building at a yard owned by J.Ross on Isthmus Slough at a place called Pleasant Point. It was too far from the mills, and getting material up to it was expensive. The SANTA ANA, and the steamer MAGGIE ROSS of 1888 were the only vessels ever built there.

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Reed next moved to a spot across the bay from Marshfield, known as Bay City. Here he built

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and started another steam schooner, but he was unsuccessful in getting her financed so abandoned her on the ways, and she was never completed. So ended, as far as we now know, the shipbuilding career of Hans R. Reed.

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1902	4m.Sch WILLIS A. HOLDEN	1188
1902	4m.Sch WILBERT L. SMITH	848
1903	4m.Sch.ALEX T. BROWN	788
1904	4m.Sch J. M. CLISE	845
1905	St.Whl.COLUMBIA	341

The five later four-masters were built under the style of the Globe Construction Company for the Globe Navigation Company, an organization of investors mainly from Buffalo and other Lake ports who were interested in taking part in the then-booming coasting lumber trade.

Olaf Reed, Hans's brother, was born in Norway in 1827, and first came to Oregon in 1869 as master of the JENNIE THELIN. He later was associated with Hans in building on Puget Sound, as already stated. In 1880 he built (or had built) the 20-ton screw steamer CERES at Norway, on Coos Bay, where he and Odin Nelson were partners in a general store; and for many years he navigated the waters of the Bay, hauling merchandise in the CERES. In 1892 he was for a month or so master of the stern-wheeler DISPATCH.

The schooner JENNIE THELIN had the distinction of being the only sailing vessel of any importance built south of San Francisco between the time of the Mexican War and World War I (1845-1919). The steamer EMPIRE of 1873 was a coasting collier; she is said to have become a South American gunboat, around 1907. The COOS BAY and HOMER were also colliers; the latter was afloat as a barge in Los Angeles harbor in 1940, and was sold to Costa Rican owners in 1943.

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SNOW, Edward Rowe, "Fate of the MERTIE CROWLEY," Rockland Courier Gazette, 5 April 1951 (and an earlier issue). Loss of the six-master.

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WINSLOW, Frank A., "From memory's realm," Rockland Courier-Gazette, p.2, ill; 6 Jan.1951. Launching of 6m.sch.GEORGE W. WELLS, 14 Aug.1900.

BOOK REVIEWS

HEYERDAHL, Thor, "KON-TIKI; across the Pacific by raft," 304 pp; ill; index. Chicago, Rand, McNally & Co., 1950; $4.00.

Heyerdahl, four other Norwegians, and a Swede built a balsa raft after the style of those used by the ancient Peruvians, launched it off Callao, Peru, on 28 April 1947, and ended up with it on a reef in the Tuamotus on 7 August. The object of the venture was to obtain support for a theory of Heyerdahl's that much Polynesian culture was transferred in this way from the South American mainland.

In our opinion, this voyage proves nothing of the sort. It proved again, if more proof is needed, that Norwegians will undertake to sail anything that floats and bring it anywhere. Two Norwegian-born Sandy Hook clam-diggers named Harbro and Samuelsen crossed the Atlantic from New York to Havre in an 18-foot rowboat called the FOX in June, July, and August of 1896, but does this prove that France was settled from North America? Even though in historic times an occasional dying Eskimo has reached the Scottish coast in his kayak?

Both the FOX voyage and the KON-TIKI voyage had this in common, that the kayak and balsa voyages could not have had, the participants knew where they were going and approximately how long it would take to get there.

For ancient Peruvians to shove off in rafts into the South Equatorial Current to reach Pacific islands presupposes a knowledge of the existence of those islands, a knowledge stemming from men who had first navigated from the islands to the continent. These men could only have been the Polynesians, and the boats they used would have been their outrigger canoes, in which they reached Hawaii, New Zealand, and even the Antarctic.

That there are cultural links between the Pacific Islands and South America seems to be beyond question, but it was the seafaring Polynesians who must have been responsible for it, and sailing canoes, not balsa rafts, that carried it. The Bering Strait land bridge cannot explain cultural features common to Asia and tropical America, as the gaps in North America are too great; but balsa rafts will not explain them either.

TWO BOOKS ON THE ESSEX COAST

BENHAM, Hervey, "The last stronghold of sail; the story of the Essex sailing-smacks, coasters and barges," 202 pp; ill; index. London, Geo.G.Harrap & Co., 1948; 3d imp.1950. Price 15s.

BENHAM, Hervey, "Down tops'l; the story of the East Coast sailing barges," 192 pp, ill; index. London, Harrap, 1951. 12s6d.

The stretch of water between the Thames on the southwest and Harwich on the north has many points of similarity with San Francisco Bay or the Chesapeake. All three boast important but declining shell-fisheries, are wintering places for wild-fowl, have a concentration of heavy industry with a surrounding agricultural area, and have developed local types of sailing vessel. What the scow schooner was to San Francisco and the ram to the Chesapeake, the barge was to the Thames Estuary, only more so.

In "Last Stronghold", Benham concentrates on the Colne and Blackwater estuaries, and discusses all their maritime aspects, including a chapter on wildfowling by J. Wentworth Day; in "Down Tops'l" he confines his treatment to the barge types, with additional material by two other barge specialists, Roger Finch and Philip Kershaw, and covers a wider geographical area, from London all the way to the Tyne and Humber.

Benham's style crowds the narrative with dozens of anecdotes and examples, without often pausing to draw broad generalizations from the wealth of detail. A series of drawings by Roger Finch on the front endpaper of "Down Tops'l", showing the evolution of barge types, and a glossary of terms help make up for the difficulty of picking specific facts out of the text.

BENNETT, A.S., "Tide time," 165 pp; ill. London, George Allen & Unwin Ltd., 1949. Price 16s.

In part, this is another book about barges, as from 1933 to 1939 the author sailed JUNE, built in 1869, as a yacht. On the outbreak of war, he shipped as mate in powder barges, and then went into the RNVR, in drifters and motor launches. Four chapters cover his war experiences, and the rest is post-war housing problems, barge sailing, and the like. There is one excellent chapter concerned with the business of fixing a ship on the Baltic Exchange, where the author earns his living

Some of the chapters have appeared as articles in the yachting press, and the book tends to be a little disjointed in consequence, but there is still plenty of good reading in it. There are 32 plates from excellent photographs, many showing details of barge rigging and fittings.

ANSON, Peter F., "Scots fisherfolk," with illustrations by the author, 166 pp; index. Published for the Saltire Society by the Banffshire Journal Ltd., 1950. Price 7/6.

The sea fisheries of Scotland have undergone an alarming decline since World War I. In this volume, Peter Anson, who is primarily an artist but also a keen observer of fishing methods, brings up to date a topic he first wrote about in 1930 in "Fishing boats and fisher folk on the east coast of Scotland."

Surveying both the historical background and the present state of the Scottish fishing industry, Anson goes deeply into the folkways of the fishermen, devoting a whole chapter to religion and superstitions. The text is liberally illustrated with his excellent pen and wash drawings, and the book is rounded off with relevant statistical tables and a bibliography. There is a chapter describing fishing vessel types, with additional material in an appendix.

PURVES, Alec A., "Flags for shipmodellers and marine artists," 84 pp, 104 figs. London, Percival Marshall & Co.Ltd., 1950.

This is a handy, authoritative little volume, well worth its modest price of three-and-sixpence. Anyone wishing to add a spot or two of color to a painting or model, particularly of British vessels of the past, would do well to give it some study. Spain, Portugal, France, Netherlands, Norway, Sweden, Denmark, and the U.S.A., are also briefly covered, the treatment of Norway, in particular, being the most comprehensive we have ever encountered in English.

Early signal codes, from 1790 to the present, are also described. There is a good bibliography.

LEARMONT, James S., "Master in sail," 222 pp. London, Percival Marshall, 1950. Price 12 shillings sixpence.

Captain Learmont first went to sea in 1887 at 12 with his father in the Solway Firth schooner EARL OF STAIR. In 1890 he shipped before the mast in Rae's bark CRAIGNAIR for a voyage to Chile; then followed a few months in Leyland's steamers VIRGINIAN and COLUMBIAN; and then he joined Rae's new CHIPPERKYLE as A.B. Next he was in the big bark STRATHDON, passed his examination, went second mate of the Bluenose bark WILLIAM LAW, and was then chief mate of the ship COUNTY OF CLARE. Next he joined Rae's BRENHILDA as mate, was in steam from 1899 to 1902, and then took command of BRENHILDA. From her he went to their BRENDA, which he lost by fire at Iquique in 1906.

Captain John Rae thereupon sent him to St.Nazaire to survey the four-masted bark PASS OF BRANDER, which they bought and renamed, and Capt. Learmont sailed her until 1910, when he retired from deep water to become a Trinity House pilot.

Captain Learmont was a rather unusual type of British shipmaster. Although he served before the mast rather than as an apprentice, he treated his own apprentices like a father, and saw to it that their professional training was not neglected, as it was in most British ships of this period. In his relationship with the Raes, also, he seems to have been a part-owner, dealing directly with the managing owner, rather than an employee dealing with a marine superintendent. In this respect he resembled his contemporary American skippers.

In his book, Captain Learmont has amplified material that he gave in articles in "Sea Breezes" in August 1946, March and July 1948, and January and March 1950, and the result is a valuable and almost unique picture of the operation of British sailing ships from the master's point of view in the declining days of sail. Particularly interesting is the account of the dismasting of the BENGAIRN (ex PASS OF BRANDER) and her subsequent rerigging at Sydney with the ship's force doing most of the work.

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SAILING SHIP NEWS

CITY OF NEW YORK, Hond.aux.3m.sch. Was in Philadelphia in Dec.with cargo Xmas trees, and loaded coal for Nova Scotia.

CUTTY SARK, Br.ship. 28 Feb.docked at Millwall DD Co.to be surveyed for possible repairs.

GRACIE S., aux.2m.sch. Will enter Honolulu race this year.

MARION CHILCOTT, barge (pp.59-60). 1950 was an oil storage hulk at Port of Spain, Trinidad.

PAMIR, Finn.4m.bk. Left Penarth 13 March; arr.Antwerp 18th; in tow GANGES.

PASSAT, Finn.4m.bk. Left Penarth 5 March and Cardiff 6th; arr.Antwerp 10th; in tow ZWARTE ZEE. She and PAMIR scrapped.

VIKING, Finn.4m.bk. Jan.1951 reported sold for $70,000 for preservation at Gothenburg as navigation school hostel and marine museum annex.

N E W S I T E M S

FLAG NOTES

"National Geographic" for February (v. 99, pp.213-238) has an article by Elizabeth W.King, "Flags of the United Nations", which brings most of the post-War changes up to date.

As noted in March LOG CHIPS (p.54), Western Germany now uses the black, red, and gold of the Weimar and 1848 republics. Eastern Germany now has the same colors, but arranged gold, black, red. Since 15 Dec.1947, the Saar has flown a flag arranged like that of Sweden, with a white cross on a blue field in the hoist and a red field in the fly; it is close to that of the Dominican Republic.

The Saar flag, with the others of the members of the Council of Europe, is shown in "Un drapeau pour l'Europe," by Paul M. G.Levy and Paul Martin in Extrait de Saisons d'Alsace No.3, 8 pp., 1950. M.Levy also has an article "La bataille des drapeaux" in Notre Europe, no.2, Jan-Feb. 1951. Both of these papers discuss various proposals to design a flag to symbolize United Europe. A green "E", with the upper and lower arms extending the length of the flag, and a white field between them, has been used; but these authors propose a more esthetic design: a green cross on a white field, with a white shield bearing the red bend of Strasbourg in its center.

The Italian peace treaty of September 1947 established as the flag of Trieste a red field with a white halberd, traditional emblem of Trieste. Apparently, though, the Italian flag is used as the national flag at sea.

On 9 March the new Libyan flag was raised at Tripoli as the British administration turned over the government to Tripolitan authorities. The other two provinces of Libya, Fezzan and Cyrenaica, will join it by 1 Jan.1952. The Libyan flag is divided horizontally, red, black, and green, with the black stripe twice the width of the others. On the black stripe are a white star and crescent.

We have previously described the new flags of Indonesia (LC v.1,p.105) and of Ceylon (v.2,p.27). Another new Asiatic flag is that of Viet Nam (French Indo-China), three narrow horizontal red bars centrally on a yellow field. That of the Ryukyus we gave on page 7 of volume 2.

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The same issue of "National Geographic" mentioned above has 38 color reproductions from "American Processional," LC v.2, p.5.

CODFISHER NEWS FROM LISBON

This year's Banks and Greenland fleet will be 32 sailers and 12 small motorships, and about 20 big trawlers. The 32 sailers are 31 schooners and the last barkentine, GAZELA PRIMEIRO. Last year one schooner--the Danish-built ANA PRIMEIRO, of Figueira da Foz--was burned out and lost, and one motorship, the COVA DA IRIA, sunk. The ANA I is replaced by the old schooner JULIA I, which was laid up last year, but the motorship is not being replaced.

There is a new trawler called DAVID MELGUEIRO, built in Holland, with a capacity of 30,000 quintals of salt cod.

This year's fleet is baiting from Norway and Portugal, and therefore will not go into St.John's until it is time to bait for Greenland. --ALAN VILLIERS

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SAN FRANCISCO MARITIME MUSEUM TO OPEN

Culminating over a year of hard work on the part of Karl Kortum and his staff, San Francisco's new Maritime Museum will open on National Maritime Day, 27 May. We will be there in spirit, and hope to visit in the flesh before many more months.

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NAVY RELICS IN SORRY SHAPE

As reported in November LOG CHIPS, the CONSTITUTION is being repaired at Boston with Virginia red oak, treated with preservative, and thus we can hope to have her around for a few more years. Alongside her, the CONSTELLATION continues to deteriorate and may be expected to go the way of the AMERICA in a few years.

At Norfolk, Farragut's old HARTFORD is in similar shape. President Roosevelt had taken a personal interest in her when she lay at the Washington Navy Yard, and in 1938 a WPA project spent $100,000 repairing her. In 1944, however, she was towed down to Norfolk to become a bunkhouse for yard workmen, and she has gone down hill ever since.

Harold Huycke sends a photo of the Spanish War veteran OREGON, lying in Apra harbor, Guam, in February 1951. Once being preserved as a relic by the State of Oregon, she was donated to a scrap drive during 2d World War, but instead of being broken up she had her upper works cut off, and was towed out to the Pacific theater with a cargo of explosives. It was rumored she had been scuttled as a breakwater, but she seems to be still afloat and riding high.

One more possible Navy relic was in the news recently, with a Navy press release about a piece of wreckage identified as the

MONITOR: the original monitor that fought the MERRIMAC. It lies in the proper position, 20 miles SE of Cape Hatteras, in 20 fathoms, but the Navy announced it had no plans to raise the wreckage, or even to send down divers to confirm the identification.

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POWER FISHING IN BRISTOL BAY

Long a sail stronghold, by virtue of Fish & Wildlife Service regulations restricting power boats from gill-netting salmon, Bristol Bay this year will be opened to power gill-netters up to 32 ft. length. Subsequent to the new ruling, issued 1 Feb.1951, there has been a rush to convert the sailing types to power.

The type of craft formerly used was a two-man double ender. It originated with a Greek fisherman on the Sacramento in California, but soon spread to Oregon waters, and hence became known as the "Columbia River Salmon Boat". The powered conversions are cutting off the stern, in order to come under the allowable length, and the result bears little resemblance to the original type.

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NEW PUBLICATION ON SHIPMODELING

"The Compleat Modellist," a 32-page mimeographed quarterly, appeared in December 1950. It is published by the Association of Ship Model Societies in London, and circulation is handled by W.F.Purser, Esq., 105 Glengall Road, London SE 15. The subscription is 3s, which makes it a real bargain.

Number One was sold out before we learned of it, but Number Two has an article on Early Ironclads and hull and spar dimensions of the 16-gun brig SNAKE of 1832, among many other matters.

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NOTES ON THREE AND FOUR MASTERS

FANNY ARTHUR (1891), STILLMAN F.KELLY (1905), WILLIE H.CHILD (1883), and GEORGE S. SMITH (1915) were all three-masters, although they are cataloged in your four-master list. I knew these schooners very well.

There were two AGNES MANNINGS, both named for the same person. The second (ex GEORGE TAULANE) had iron rods for standing rigging instead of wire, and was the only four-master so rigged.

The two C.S.GLIDDENS were built by Dunn & Elliot of Thomaston and named for the ship broker in Boston. Captain James Fales was master of the first, a nifty and well balanced schooner. Bound to Tampa, Florida, and arriving at the bar during the night, he anchored. Getting under way in the morning with a pilot aboard, she struck on the Bar and was a total loss. Capt. Fales got some wreckers, stripped the vessel, and shipped by schooner all the masts, booms, gaffs, anchors, chains, and everything movable back to Thomaston

They built the second C.S.GLIDDEN a little larger than the first but with the same sail plan. Fales was master of both during their entire career. He lost the second on Lookout Shoals bound South with a cargo of railroad iron when she was two years old.

The four-master AMELIA ZETMAN was the only four-master that never delivered a pound of cargo. On her maiden voyage she left Norfolk for Santo Domingo with a cargo of coal and has never been heard from since. --Capt.Harold G.Foss

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PASSING OF A SCHOONER MASTER

Captain George H.Hopkins, 73, died on 19 February at the Baltimore Marine Hospital. A native of Bethel, Del., he went to sea at 14, in such deepwater square riggers as JAMES DRUMMOND, ST.DAVID, RHINE, OCHERTYRE, ANDROMEDA, and DIRIGO. He commanded many American coasting schooners, with a brief fling at steam in World War I.

Among his commands were the four-masters G.A.KOHLER, DORIS HAMLIN, and HERBERT L. RAWDING, and he had the five-master EDNA HOYT on her last voyage. Then he went in barges, leaving the WOLLASTON last year when he was taken ill.

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FLETTNER ROTORSHIPS

Remember the rotorship? "Science & Invention" and "Popular Mechanics" were full of it 25 years ago, when it was hailed as the most economical means of carrying goods by water, and was going to revolutionize the world's merchant marines, particularly Germany's.

The German professor Magnus had shown back in the 1850's that a cylinder rotated in an air current acquired a thrust perpendicular to its axis. In the early 1920's another German inventor, Anton Flettner, proposed to use this effect instead of sails as a means of vessel propulsion. After some experiments with yachts, he floated the Flettner Rotorschiffahrt GmbH of Hamburg, bought the auxiliary three-masted schooner BUCKAU, unrigged her, and fitted her with two rotors. (Contd.p.69)

NETHERLANDS-BUILT COASTERS, continued from p.19

Continued herewith from last September is a list of Dutch-built schooners, with a few additions. All are auxiliary steel three-masted schooners, unless indicated.

		1917	
AYO	359	G.& H.Bodewes, Martenshoek	Danish.
BIO	356	G.& H.Bodewes, Martenshoek	Danish
HERMINA	351	G.& H.Bodewes, Martenshoek	Netherlands
		1918	
ALBERTA	444	Woertelboer & Co., Westerbroek.	Netherlands
BOSCO	386	Gebr. Muller, Foxhol	Netherlands
		1919	
CLARA	385	Gebr. Muller, Foxhol	Netherlands
EMILY	416	D.Boot, Aphen a/d Rijn	DORIN, Birtish
NAVIS IV	382	J.Smit & Zn., Foxhol.	Netherlands; ZWOLLERSKARSPEL; SLOTERMEER; RAYMONDE NAVAL, German; SISSIE, German; VIRTUS, Italian.
NAVIS V	395	Gebr. Muller, Foxhol	Netherlands; NEPTUNUS, Netherlands, Italian.
SIVE	397	Gebr.Bodewes, Martenshoek.	Estonian; VITTORIA, Italian.
SVAM II	358	Wilmink & Co., Gideon	Italian.
VELOX	351	J.J.de Bodewes, Pannerden	Swedish; INA, Swedish; ANNA ELISABETH, Netherlands.
		1920	
GIOVANNA VERDERAME	472	Gebr.Bodewes, Martenshoek.	Italian; DUE AMICI; EMILIA GUIDI.
LUISA VERDERAME (Aux.4m.Sch)	607	Wortelboer & Co., Westerbroek.	Italian; CATERINA, Italian, British (Bahaman).
MARTHA (Aux.4m.Sch)	480	J.Th.Wilmink, Groningen	German.
		1921	
PRZEMYSL	435	Wortelboer & Co., Delfzijl	GEORGENE, German, American, British.
		1925	
OCEAAN	453	G.& H.Bodewes, Martenshoek.	Netherlands; NOTRE DAME DU CHATELET, French.
		1939	
ARGUS (Aux.4m.Sch)	696	De Haan & Oerlemans, Heusden.	Portuguese.

(continued from p.68)

B· Pivoted on stout masts where the fore and mizzen had been, were cylinders of 1/25" sheet steel, about 9 ft.diameter and 51 ft.high, fitted to be turned at 125 rpm by 9 hp electric motors. Varying the rotation of the cylinders relative to each other made it possible to derive a net forward thrust regardless of wind direction. The BUCKAU's mainmast, stripped of sails, was left in its original position. This work was done in the spring of 1925, and the BUCKAU was followed in 1926 by the BARBARA, a 2000-ton vessel with three rotors.

The BUCKAU, 497 tons, had been built at Kiel by Krupp in 1920, and had an auxiliary diesel originally intended for a submarine. The BARBARA, built at Bremen by the Weser yard, had two big diesels hydraulically coupled to a single shaft, and actually was a full-powered motorship. She was managed for the Deutsches Reich Marine-Verwaltung by R.M.Sloman of Hamburg until 1933, when she was sold to the Bugsier Reed.& Bergungs A/G, renamed BIRKENAU, and operated without the rotors. She survived the War, was handed over as reparations, and in 1947 was bought by Ove Skou of Copenhagen and renamed ELSE SKOU, under which name she is still trading.

BUCKAU was renamed BADEN-BADEN in 1927, and later crossed the Atlantic, where she was bought by J.F.Condon Jr.of New York and put under Panaman registry. About 1929 she was lost off Hatteras.

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IRISH PENNANTS

GLENSHEE (p.60) was lost by going ashore near Haaholmen on 26 Dec.1922, bound from Goole to Arendal. --Andy Nesdall

Carl Christensen sends us a photo of CROWLEY (p.7) showing her as a baldheaded five-master with no yards.

SAILING VESSELS BUILT IN THE UNITED KINGDOM, 1881
(All IRON unless noted otherwise)

W. Doxford & Sons, Sunderland

COUNTY OF PEMBROKE	Bark	1098	W. Thomas & Co., Liverpool.	Wrecked 14 Nov.1903.

Osbourne, Graham & Co., Sunderland

AKAROA	Bark	1334	Shaw, Savill & Albion Lim.,	Sthmptn. Submarined 1917.
BALAKLAVA	Bark	1347	Davison, Bisset & Co., Liverpool.	
NONNO ANGELO	1900		(Italian)	Broken up 1915.

R. Thompson & Son, Sunderland

EMBLETON	Bark	1233	P.Iredale & Son, Liverpool.	Lost in collision 1900.

Richardson, Duck & Co., Stockton

ANDORA	Ship	1720	E.F.& W.Roberts, Liverpool.	Broken up Germany 1911.
COMBERMERE	Ship	1727	C.W.Kellock & Co., Liverpl.	Submarined Jan.1917.
KELAT	Ship	1894	E.Bates & Son, Liverpool.	
HØVDING	1903		Leif Gundersen, Porsgrund.	Hulked Melbourne 1915.

Oswald, Mordaunt & Co., Southampton.

ANDROSA	Ship	1999	G.W.Roberts, Liverpool.	Abnd.afire March 1907.
DARJILING	Ship	2002	E.Bates & Son, Liverpool.	Missing 1883.
DUNSTAFFNAGE	Ship	1945	J.Houston & Co., Liverpool.	Lost w.all hands 1883.
VICTORIA REGINA	Ship	2000	J.Coupland, Liverpool.	
MARIA TERESA	1903		(Italian)	

J.Ransom, Southampton.

MAY HULSE	Wood Bark	491	J.R.Leckie, Glasgow	

J.W. & A.Upham, Brixham

SILVER LINING	Wood Bktn	369	Builders	Stranded 1884.

Harvey & Co., Hayle

TYNRON	Bktn	288	T.C.Guthrie, Glasgow	

T.MacMaster & Co., Pembroke Dock.

MARY MACMASTER	Wood Bark	614	Builders, Milford.	
ELISA			(Portuguese)	

R. & J. Evans & Co., Liverpool

IRBY	Ship	1523	Ismay, Imrie & Co., Lvrpl.	Mined North Sea Jan.'19.

W.H.Potter & Sons, Liverpool

ARISTOMENE	Ship	1795	H.Fernie & Sons, Liverpool.	
OLONA	1908		S.A.Riccardo Gualino & Piaggio, Genoa.	Broken up 1923.
COLUMBA	Ship	1794	Sandbach, Tinne & Co., Lvrpl.	Wrecked Sept.1896.
COPLEY	Ship	1794	Ismay, Imrie & Co., Lvrpl.	Broken up Denmark 1911.
JESSOMENE	Ship	1980	H.Fernie & Sons, Liverpool.	
HELDOS	1907		L.Lydersen, Tvedestrand	
FIDELIO	1918		A/S Fido (M.Hansen), Kristiansand.	Broken up Stavanger'23.
ORCHOMENE	Ship	1586	H.Fernie & Sons, Liverpool.	Lost 10 Jan.1892.
THALATTA	Ship	1793	McDiarmid, Greenshields & Co., Lvrpl.	Lost 1912.
WALDEN ABBEY	Ship	1799	J.Poole & Co., Liverpool.	
SVANEN	1916		U.Müller, Copenhagen.	Submarined 23 Apr.1917.

Whitehaven Shipbuilding Co., Whitehaven.

WASDALE	Ship	1879	J.D.Newton, Liverpool.	Submarined 5 Feb.1917.

Ritson & Co., Maryport

SOUTHERFIELD	Wood Bark	731	Builders.	Burned Oct.1888.

Troon Shipbuilding Co., Troon.

DUNURE	Wood Bktn.	198	J.Steer, St.Johns, Newfoundland.	Fndrd.March 1918.

Barr & Shearer, Ardrossan.

CLUTHA Wood 3m.Sch. 261 W.P.Munn; St.Johns, Newfoundland. Sold to Barbados.

R. Steele & Co., Greenock.

ROUTENBURN 4m.Bark 2097 R.Shankland & Co., Greenock
SVITHIOD 1906 Red.A/B Navigator (J.E.Olson), Gothenburg
BEATRICE 1922 Red.A/B Pollux (A.Pedersen), Gothenburg. Broken up 1932.

Russell & Co., Port Glasgow and Greenock. Greenock yard.

ALGOA BAY Bark 1165 Hatfield, Cameron & Co., Glasgow. Abnd.afire 1917.
CLAN MACFARLANE Ship 1583 Thos.Dunlop & Sons, Glasgow. Hulked Noumea 1915.
CLYNDER Bark 1145 Thom & Cameron, Glasgow. Lost.Dec.1890.
JAVA Bark 913 P.Denniston, Glasgow.
VIVO H.E.Wolden, Montevideo. Wrecked July 1921, Brazil.
KHOKAND Bark 1153 W. Crawford, Greenock. Missing 1882.
ROTOMAHANA Ship 1658 J.R.de Wolf, Liverpool. Lost 19 Aug.1884.

Port Glasgow yards.

CLOSEBURN Bark 924 T.C.Guthrie, Glasgow.
VIRGO 1921 N.Fremberg, Sölvesborg, Sweden. Wrecked 5 Dec.1928, Åland.
DRUMBURTON 4m.Ship 1891 Gillison & Chadwick, Lvrpl. Lost Sept.1904, Calif.
DUNCRAG Bark 924 J.Dunn & Sons, Glasgow. Hulked Bermuda 1921.
KILMODAN Ship 1624 Kerr, Newton & Co., Greenock. Abnd.afire Aug.1881.

R. Duncan & Co., Port Glasgow

HERMES Ship 1464 R.R.Paterson, Greenock. Missing 1881.
POSEIDON Ship 1778 C.S.Caird & Co., Greenock.
PATRIA
CAUPOLICAN 1921 Borquez y Cia., Valparaiso (Motorship).

H. Murray & Co., Port Glasgow

BEN DOURAN 4m.Ship 1950 Watson Bros., Glasgow. Missing 1892.

J. Reid & Co., Port Glasgow

BOLIVIA Steel Bark 904 Nicholson & McGill, Liverpool.
BAUNEN 1908 Haakon Christensen, Laurvig, Norway.
TUXPAN (barge) Ended as Cuban molasses barge.
CARLETON Steel Bark 1358 J.Kerr & Co., Greenock
MARIO 1897 G.Lauro, Castellamare. Missing 1918, S.Pacific.
VALDIVIA Steel Bark 905 Nicholson & McGill, Lvrpl.
GUADELOUPE 1924 Pure Rum Co., Havre. Scrapped Havre 1925.

R. Chambers Jun., Dumbarton.

BERWICK LAW Bark 1335 D.Law, Glasgow. Missing 1886.

Barclay, Curle & Co., Glasgow.

LOCH MOIDART 4m.Ship 2081 General Shipp.Co., Glasgow. Wrecked Jan.1890.
LOCH TORRIDON 4m.Ship 2081 General Shipp.Co., Glasgow. Foundered Jan.1915.
SIREN Ship 1555 A. & J.H.Carmichael & Co., Greenock. Sunk 1896.

Dobie & Co., Glasgow.

ILLAWARRA Ship 1963 Devitt & Moore, London. Foundered March 1912.

Napier, Shanks & Bell, Glasgow

LARGO LAW Ship 1681 David Law, Glasgow. Burned Callao Feb.1905.

W.Hood & Co., Aberdeen

ORONTES Ship 1383 G.Thompson & Co., Aberdeen. Sunk Oct.1903 in cllsn.

A. Hall & Co., Aberdeen

SCOTTISH WIZARD Bark 1209 McIlwraith, McEacharn & Co., London.
PASQUALE LAURO F.Lauro, Castellamare. Missing Atlantic 1917.

J. Roney, Arbroath

THE MACBAIN Wood Bktn. 298 Robertson Brothers, Dundee.

A. Stephen & Son, Dundee

GLENFARG Bark 898 Dundee Shipowners Co.(W.C.Taylor & Co.), Dundee
THEKLA 1906 Jens Samuelsen & B.Olsen, Farsund. Broken up 1929.
THETIS Wood Stm.Bark 723 Builders
Ramage & Ferguson, Leith
HIGHLAND CHIEF Bark 944 net. Crane, Colvil & Co., Glasgow. Lost 30 Dec.1881.

P.Rodgers, Carrickfergus

MARY ARMSTEAD Wood 3m.Sch. 119 J. Fisher & Sons, Barrow. Lost in collsn.June 1902.
MARY MILLER Wood 3m.Sch. 119 J. Fisher & Sons, Barrow. Made houseboat, 1949.

(With thanks to Captain H.Daniel of Montevideo and Jim Mills of San Diego for assistance in running down the 1881 ships.)

THE EARLIEST STEEL SAILING VESSELS

When Bessemer steel was first introduced, it was tried as a shipbuilding material. Some Civil War blockade runners were built of it, and other light steamer types, and also the following three sailing vessels:

		tons	1863 builders
Ship	FORMBY	1271	Jones, Quiggin & Co., Liverpool
			1864
Ship	CLYTEMNESTRA	1250	Jones, Quiggin & Co., Liverpool
Ship	ALTCAR	1283	Jones, Quiggin & Co., Liverpool

Then there followed a period of years in which Bessemer steel was considered unsuitable as shipbuilding material. Finally open-hearth steel was developed, and in the '70's it began to be used for construction in the British and French navies. Then mail steamers were built of it, although its high price relative to wrought iron prevented its general use in merchant craft. Yards sometimes built small sailing vessels with material left over from a steamer contract. Gradually steel mill capacity was built up, the price differential decreased, and more vessels were produced:

			1878
Ship	BAY OF CADIZ	1700	J. & G. Thomson, Glasgow
			1880
Bark	KYLEMORE	1245	J. Reid & Co., Port Glasgow
Ship	ALDEBARAN	1913	R. Williamson & Son, Workington
			1881
Bark	BOLIVIA	1245	J. Reid & Co., Port Glasgow
Bark	CARLETON	1358	J. Reid & Co., Port Glasgow
Bark	VALDIVIA	905	J. Reid & Co., Port Glasgow
			1882
Bark	KIRKMICHAEL	933	W. Doxford & Sons, Sunderland
Bark	CLONCAIRD	1361	J. Reid & Co., Port Glasgow
4m.Bark	PINMORE	2431	J. Reid & Co., Port Glasgow
Ship	SIERRA PARIMA	1584	J. Reid & Co., Port Glasgow
Bark	GLENFYNE	957	A. Stephen & Sons, Dundee
Bark	GLENOGLE	958	" "
Bark	HELENSLEA	1374	" "
Ship	GARFIELD	2347	Harland & Wolff, Belfast (Iron Floors & Beams)
4m.Ship	LORD DOWNSHIRE	2322	" " " (Iron Floors & Beams)

Lists for later years can readily be picked out of the launching lists already published in LOG CHIPS. We count 10 vessels built wholly or partly of steel in 1883, 6 in 1884; 26 in 1885; 16 in 1886; 12 in 1887; and 32 in 1888.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER 7 73 JULY 1951

THE SHIPBUILDERS OF THOMASTON -- VII
CHAPMAN & FLINT

(There is a good deal of material on Chapman & Flint scattered among the various ship histories in Matthews' "American Merchant Ships," and Colcord collected this in an article in Vol.2 of "The American Neptune" and in an appendix to Ranlett's "Master Mariner of Maine" (1942); but both Matthews and Colcord overlooked an autobiography of Charles R.Flint, published in 1923 under the title "Memories of an Active Life," which gives some more personal information on the partners. We have also been privileged to consult portions of a forthcoming biography of Capt. William E.Burnham, who was Flint & Company's port captain, through the generosity of Mrs. Theodore Schorske of Scarsdale, N.Y.)

As is well known, Chapman and Flint were brothers. They were the sons of Robert Chapman (c.1788-1855), a caulker, who married Lucinda Flint and lived in Nobleboro (now Damariscotta), Maine. Their oldest son, Isaac Flint Chapman, was born in 1812, and the following year another boy arrived, named for his uncle, Deacon Benjamin Flint. Deacon Benjamin was also a caulker, and as he and his wife had no children they took nephew Benjamin to rear on the death of his mother. Upon reaching his majority, Benjamin dropped the "Chapman" from his name by act of the Maine legislature, being known as Benj. Flint Jr. Robert Chapman later remarried, and had two more sons and a daughter.

Isaac Chapman followed the family trade of caulking; Mrs.Packard in her recent book relates that as a young man in return for a day's work (sunrise to sunset) on a ship's side he received one bushel of corn, which he then had to carry three miles to a mill to be ground. Little wonder that he started a store in Damariscotta in 1837, with which he did well enough to take David Dennis as a partner in 1839, and his brother Benjamin in 1840, under the firm name of Dennis, Chapman & Co.

In 1835 also began an association with Capt.Charles Everett Ranlett of Thomaston, who was a half-brother of Samuel Watts. Ranlett and Chapman each bought 1/8 of the 149-ton schooner WALDOBORO (built at Waldoboro in 1837) for Capt.Ranlett to command. She was lost shortly thereafter through fire in a lime cargo, but in 1841 Chapman & Flint built the 280-ton bark ALABAMA at Newcastle. Capt.Ranlett took 1/8 and found owners for 3/16, while Chapman & Flint took 1/3 and found buyers for the rest.

Probably because of their association with Capt.Ranlett, Chapman & Flint transferred operations to Thomaston in 1842, where they continued storekeeping and shipbuilding, specializing in deep-water vessels for the cotton trade. The following list gives the vessels built for them, together with tonnages (old measurement) and names of master carpenters where known:

1846	Bark MILTIADES	446	W.Stetson
1847	Bark MARMION	358	"
1849	Ship IONIAN	748	"
1851	Ship WM. STETSON	1146	"
1853	Ship ORACLE	1196	R. Walsh
1855	Ship I.F.CHAPMAN	1035	"
1856	Ship ST. JAMES	1174	McDon.& Lermond
1857	Ship FRANK FLINT	1192	"
1860	Ship ST. MARK	1448	"
1862	Ship ORACLE (2)	1196	"
1865	Ship PACTOLUS	1205 gross	"
1866	Ship ST. CHARLES	1166 gross	"

The MILTIADES and IONIAN were built for Capt.Ranlett to command. In 1853 he persuaded Chapman & Flint to build a California clipper. A model was obtained from Samuel H.Pook, the Boston naval architect, and John McDonald was brought down from Donald McKay's yard in East Boston to help supervise the vessel. The result was the ORACLE, one of only a half-dozen Maine vessels to make the passage from New York or Boston to San Francisco in less than 110 days (109 days in 1858). She was built in a new shipyard that the firm had laid out in 1852 in what had been General Knox's cow pasture, and is now the foot of Ship

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Street, just above the State Prison.

The I.F.CHAPMAN was built for Capt.J. F.Chapman to command. He was a half-brother to Chapman and Flint, born in 1830. He followed the family trade of caulker until one day in 1849, when he pounded his hand with a mallet while working on the IONIAN. Then and there he threw down his tools, and when the IONIAN was finished he shipped in her with seven other Thomaston boys. He owned 1/16 of the I.F. CHAPMAN and Isaac Chapman owned 3/16, but Benj.Flint had no interest.

Apparently the ST.JAMES was launched as the JAMES COLLEY, but was renamed before documentation. In this way, Chapman & Flint, who each owned 1/8 of her, could compliment both her master, Capt. Colley (who owned 3/16), and James W.Elwell of New York, a member of the firm that acted as agents for Chapman & Flint. There is also an indication that the second ORACLE was to have been named CHARLES E.RANLETT; she was owned entirely by Chapman & Flint, but went under a foreign flag after only three months of service.

John McDonald was born about 1825 in Shubenacadie, Nova Scotia. He learned the shipwright's trade at Halifax and then migrated to Boston, where he rose to be a foreman in the McKay yard. Soon after moving to Thomaston he came near ending a promising career before it was well begun, as he fell 25 feet from the stern staging of the ORACLE but luckily escaped without broken bones. A similar mishap the following day in Stetson, Gerry & Company's yard ended fatally for the carpenter concerned.

After the ORACLE was completed, McDonald stayed on in Thomaston as a contracting shipbuilder. His first work in this capacity was on the brig C.F.O'BRIEN in 1855 for Burgess, O'Brien & Co., after which, in association with Henry Lermond, he built a number of ships for Chapman & Flint, as tabulated above. His 1863 vessel was the 1396-ton ship NE PLUS ULTRA, in the Gilchrist & Walsh yard, which was sold for about $100,000 to Grinnell, Minturn & Co., New York, for their London packet line. It is said that the characteristic elliptical stern of the Down East wooden vessels, a compromise between the earlier square stern and the round stern that was introduced in the clippers and persisted in Canada and the Boston region, was introduced in this period in the Chapman & Flint yard.

The brothers, Chapman and Flint, entered into one of the absolute partnerships that were not uncommon among Maine shipowners in the first half of the 19th Century. All their property was held jointly, and no individual accounts were kept, even for household expenses. At Thomaston they built identical houses on adjoining plots. When they moved to Brooklyn in 1858, the better to look after the chartering and upkeep of their ships, they rented two adjacent brick houses in Fort Greene Place; then they bought two adjoining brownstone houses, also identical, on Oxford Street. Later they bought two lots on Brooklyn Heights; but here their proposed residences could not be identical, since one was a corner lot.

At this time Edward O'Brien of Thomaston was living in New York, and as it was during the Civil War he had some idle funds that could not be invested safely in shipping. Accordingly, he joined Chapman & Flint in buying the whole side of Montague Terrace and building the entire row of houses, so that Chapman and Flint each had a corner. One contract was entered into for decorating and furnishing the two houses alike, and purchases of supplies were made from day to day from the same shopkeepers. Where today could two housewives be found who would submit to such an arrangement?

In 1867 the Knox & Lincoln RR was laid out, running right across the Chapman & Flint yard and making it necessary to relocate. Bath was chosen as the new base for shipbuilding operations, and thither went John McDonald and Henry Lermond, first to a site later occupied by the Shaw Mill, and then, early in 1869, to a yard at the South End which was later used by Gardiner G.Deering. At Bath the following vessels were built by McDonald & Lermond or later by John McDonald for Chapman & Flint:

1863	Ship	ST. LUCIE	1318
1869	Ship	ST. NICHOLAS	1798
1870	Ship	ST. JOHN	1885
1871	3m.Sch	C. R. FLINT	266
1873	Ship	W. R. GRACE	1893
1874	Ship	ST. PAUL	1893
1875	Ship	M. P. GRACE	1928
1876	Ship	SANTA CLARA	1535
1877	Ship	ST. STEPHEN	1392
1877	Ship	ST. DAVID	1595
1879	Ship	MANUEL LLAGUNO	1732

At this time, the accidents of birth and death conspired to upset the neatly ordered design for living of the Chapmans and the Flints. Isaac Chapman had married the sister of Samuel P. Hitchcock, a Damariscotta shipwright, and they had two girls; Benjamin Flint married Sarah, sister of Captain William Tobey of Portland, and they had two sons. The elder was named for Capt. Charles Ranlett, and the second was Wallace B.Flint. Sarah Flint died in 1854, and in

1857 Benjamin Flint married Frances Scribner of Topsham, sister of Capt. David Scribner. The first break in the Chapman & Flint identity of interests came in 1877, when the ST.DAVID was built for Benjamin Flint's personal account, in order that David Scribner could command her. At the same time, Isaac F.Chapman invested in ¼ of the ship ST.MARK, 1973 tons, built at Bath by Hitchcock & Blair, the Hitchcock of this firm being brother-in-law Samuel.

Then, with the Flint boys reaching manhood, it was decided to dissolve the partnership. Benj.Flint and his sons formed the firm of Flint & Co., while Isaac Chapman opened his own office, later taking a son-in-law, Albert G.Ropes, as partner in I.F.Chapman & Co. The names of the ships were written on slips of paper and drawn alternately from a hat in order to determine which of the new firms would have the managing of them, but no particular effort was made to divide the property further, and there were Chapman part-ownerships in Flint ships, and vice-versa, for years to come.

In the division of interests, John Mc Donald continued to build vessels for Flint & Co., while I.F.Chapman & Co. had their ships built by Hitchcock & Blair. In passing, there is a record that S.P.Hitchcock had sub-contracted the carpentry from John McDonald in building the ST.LUCIE in 1868.

Here are the fleets built by the two firms after their separation:

I. F. Chapman & Co.

1881	Ship	E. B. SUTTON	1827
1882	Ship	I. F. CHAPMAN	2146
1883	Ship	S. P. HITCHCOCK	2292
1884	Ship	A. G. ROPES	2460

S.P.Hitchcock died in 1884 and I.F. Chapman in 1895.

FLINT & Co.

1881	Ship	A. J. FULLER	1848
1882	Ship	ST. FRANCES	1898
1883	Bark	ST. JAMES	1566
1884	Ship	HENRY B. HYDE	2585
1885	Bark	W. B. FLINT	836
1887*	Ship	JOHN McDONALD	2172
1888	3m.Sch	ALICE McDONALD	656
1889	3m.Sch	KATE S. FLINT	584
1890	Bark	ST. KATHERINE	1253
1891	Bark	PACTOLUS	1669

(*1887 is correct)

Beside these, John McDonald built the 524-ton three-masted schooner MYRA B.WEAVER for his own account in 1889, and in 1890 the 91-ton schooner yacht FLEUR DE LYS for George Trotter on New York. McDonald died in 1897.

About the time that the McKinley tariff (1890) seriously affected imports into San Francisco from foreign sources and consequently furthered the intercoastal trade from New York, Flint & Co. established a "clipper line", dispatching sailing ships around Cape Horn from New York to San Francisco, San Diego, and Seattle. In this trade they competed with similar lines run by Sutton & Co. and Dearborn & Co.; with the Pacific Mail SS Co., which used the route via the Panama Railroad, across the Isthmus of Panama; and with the transcontinental railroads, notably the Southern Pacific. Flint & Co.bought several large vessels for this service and for the case oil trade to the Orient, including the L. SCHEPP from I.F.Chapman & Co., the R.D.RICE, the EDWARD O'BRIEN, and the S.D.CARLETON.

They also bought the British steamer PERSIAN MONARCH, which was ashore near New York, floated her, and in 1895 had her converted to a four-masted bark at Newport News under the name MAY FLINT. Originally built by McMillan at Dumbarton in 1880 for the Wilson Line of Hull, the MAY FLINT with her tonnage of 3427 (increased to 3576 in July 1896) was by far the largest sailing vessel afloat in her time. She suffered two partial dismastings in her first two voyages, before her American registry was surrendered at Hiogo in June 1898. Whether this was done to avoid capture in the Spanish-American War, or whether she had another casualty at Hiogo is not clear; at any rate her American registry was restored at New York in March 1899. Flint & Co.sold her with the rest of their fleet to the California Shipping Company of San Francisco in March 1900, and she was lost on 8 Sept.1900 by running onto the ram of the anchored USS IOWA off the Pacific Mail Dock in San Francisco. The MAY FLINT was proceeding up the Bay under sail, having just arrived from Seattle with 5000 tons of coal, and at the time there was a firework display celebrating the 50th anniversary of the admission of California as a State.

Another refitted lame duck was the British four-masted bark CAIRNIEHILL, which the Flints bought in 1895 after she had been afire in New York harbor. She was refitted in February 1896 as the CHARLES R. FLINT, under Nicaraguan registry, and was chartered with case oil to Japan. She was lost by fire off the coast of Brazil in March 1896, under Captain C.F.Carver.

There is Thomaston background in two of the leading American steamship companies of today, the American-Hawaiian SS Co.and the Grace Line, and it is worthwhile at this point to sketch it in. The Casa

Grace was established by William R.Grace and Michael P.Grace, two Queenstown lads who went out to Peru and became partners in the import-export house of Bryce, Grace & Co. There W.R.Grace met, wooed, and, in spite of differences in their religions, won Lilius Gilchrest, who was making a voyage with her father, Capt.George W.Gilchrest of St.George.

W.R.Grace came to New York about 1870 and employed young C.R.Flint, who was later in the ship-chandlery business with Capt.Gilchrest. C.R.Flint became a partner in W.R.Grace & Co.in 1872, and the new firm then took over the New York agency of the Chapman & Flint vessels from J.W.Elwell & Co. Two of Chapman & Flint's ships were subsequently named for the Graces, and one for their South American resident partner, Senor Llaguno. Parenthetically, although the Grace Line today considers these two GRACES its first vessels, they actually operated to San Francisco and had no share in the Grace South American trade; nor did the Graces own any interest in them.

When in 1873 it was desired to open a Grace branch in San Francisco, Capt.James W.Chapman (who had commanded the ST.LUCIE and ST.JOHN after the I.W.CHAPMAN) went out to California and was a partner in J.W. Grace & Co.there until 1880, when he went into business for himself. Later Grace shipping operations were mostly concerned with British-built steel steamships until after World War I, although their present custom of naming vessels SANTA may be connected with Chapman & Flint's SAINTS.

In the 1890's, after the death of E.B. Sutton in 1891, the Flints and Dearborns bought out Sutton's sons and consolidated the intercoastal sailing ship lines as Flint, Dearborn & Co. After the annexation of the Hawaiian Islands in 1898, with the islands' sugar safely behind the tariff walls of the U.S. and much of it moving to the East Coast for refining, they determined to go into steam.

The entire Flint & Co.fleet of square-riggers was sold to the California Shipping Co., and it is said that the return from all nine sailers was only enough to build one steamer for the American-Hawaiian Steamship Company, as the new concern was called. The company commenced operations in 1900, but the Flints sold out early in 1902 to L.H.Lapham of the U.S.Leather Co.

(continued next month)

THE SCHOONER AUSTRALIA (EX-ALMA)

It was announced in April that the two-masted schooner AUSTRALIA, lately a yacht, but originally a cargo-carrier, had been donated by Mrs.E.P.DuPont and her son R.J. T.DuPont to the Marine Historical Association at Mystic, for preservation alongside the CHARLES W.MORGAN and JOSEPH CONRAD.

Because her official number is only 25, and because "Merchant Vessels of the U.S." fails to give her place and year of building, recording her only as "ex British ALMA (prize)", the AUSTRALIA has long enjoyed a tradition of great age. Not so long ago a magazine article gave a detailed and circumstantial account of her capture at Baltimore in 1814 during the siege of Fort McHenry and of her activities in the 1840's and a second capture, by the brig PERRY, during the Civil War ("Yachting," June 1939)

However, H.I.Chapelle recently expressed himself as confident that there is no feature of the AUSTRALIA that points to an origin older than, say, 1857, and that she is built of native American hardwoods.

The oldest document in the National Archives for the AUSTRALIA unfortunately cannot be located at present, but the Index to Registers indicates that it was Temporary Register No.60, issued at Georgetown, D.C., 12 Dec.1863, pursuant to a decree of condemnation by the Admiralty Court on the British schooner ALMA. We are evidently dealing with a blockade runner of the Civil War, in truth. The difficulty is that there were at least three ALMAs captured during that war.

The brig PERRY took one off New Inlet, N.C., on 2 May 1863; but this one was condemned at Boston. Another was captured by the USS VIRGINIA on 19 April 1864 off the Texas coast; but this is too late for our ALMA, and this one was sent to New Orleans for adjudication. There is no other ALMA in the "Official Records of the Union & Confederate Navies," but an obscure report of the Secretary of the Navy mentions an ALMA condemned at Washington, in which the USS SENECA was entitled to share.

Sure enough, the Washington "Star", a couple of days before printing Lincoln's Gettysburg Address in full, noted that the prize schooner ALMA, recently captured near Charleston, had arrived at Washington on 16 Nov.1863. With the dates narrowed down, we next turned to the District of Columbia Admiralty Court Records in the National Archives, and there found Docket 78, The United States vs. Schooner ALMA and Cargo.

All the relevant papers are here, including the original report of the SENECA's commanding officer to Admiral Dahlgren (thus explaining why it had not been printed in the official records mentioned above), from which it appears that the ALMA, under George J.Gordon of Portland, Maine, but more recently a resident of Cuba, had been captured on 22 Oct.1863 off Doboy Sound on the Georgia coast.

She had loaded a cargo of salt, liquor, and a few pieces of drygoods at Bermuda, touched at Nassau, and was well on her way into coastal waters when the SENECA sighted her. The ALMA attempted to hug the shoals, but ran aground on Chimney Spit, and was taken. All her people but Gordon were removed, and a prize crew under Lieut.Benjamin W.Loring took her to the Admiral, who ordered her to Washington.

Her British register, issued at Nassau on 2 March 1863, gave her official number as 46328, showed her to be 42 tons, 54.4 x 18.1 x 5 feet, built as the ELLA ALIDA at Patchogue, N.Y., in 1862, and owned by Edward Key of Holbeach, County Lincoln, residing at Brooklyn, N.Y.

On certification that ALMA and her perishable cargo were rapidly deteriorating, the Court on 30 November ordered her sold by the U.S.Marshal after five days' advertising in the "Morning Chronicle" and "Evening Star". The sale took place on 10 December, bringing a gross of $4232.60 and a net of $3636.75; and the ALMA was redocumented on the 12th, as we have seen.

Confirmation of the former name ELLA ALIDA in the British register was easy. Three stacks deeper in the Archives, John Nolen found for us the document of ELLA ALIDA, Permanent Enrollment No.459, New York, 8 August 1862. It shows her as built at Patchogue in 1862 by J.P.Smith, master builder, and belonging in equal shares to Joseph Pearsall, Jesse Croft, Gilbert Croft, Charles Croft, John Abrams, Cornelius Abrams, Stephen W. Carman, and John T. Freyenhagen, all of Rockaway. The dimensions, 55'6" x 18'8" x 5'2", are sufficiently close to those of the British register to leave no doubt as to her identity. Her original tonnage was 44-92/95.

In the 1870's, AUSTRALIA was lengthened 10 feet, and her registered dimensions became 66.2 x 18.6 x 5.5 ft; 41 tons; current "Merchant Vessels of the U.S." makes her 67.0 x 18.9 x 4.8; 35 tons gross.

What will be preserved at Mystic, then, is a good specimen of a Long Island schooner of the 1860's.

COMPOSITE AND DIAGONAL BUILDING

When the British Isles and northern France began to run short of timber suitable for building large wooden vessels in the 1840's, iron began to be experimented with as a substitute. Although it was a good material, certain of its properties were considered inferior to those of wood, particularly for vessels making long voyages, and there was a good deal of effort spent in devising means whereby these undesirable qualities were minimized.

The most prominent of these faults were concerned with fouling and corrosion. The attachment of marine organisms to wooden hulls had been effectively eliminated by sheathing the affected parts with thin plates of copper, and the planking underneath was fastened with wooden treenails and copper bolts, thereby avoiding corrosion. But the bottom of the iron ship rusted and fouled, and if copper were used to combat fouling, corrosion was accelerated at a rate that quickly brought an end to the useful life of the vessel.

One other property of metal, the greater heat conductivity as compared with wood, led to more pronounced condensation of water vapor in the holds of iron vessels, since the temperature of the sea water, and hence of the bottom of the ship, is seldom the same as the air temperature. More damage to sensitive cargoes thus resulted in iron ships.

The obvious solution to these three problems is to put a wooden, copper-clad bottom into an iron-framed ship, and this is exactly what was done, the resulting product being known as the "composite ship." Although iron deck beams, knees, and other structural parts had been introduced into wooden vessels in increasing proportions for many years, the earliest composite vessel built in Britain was the two-masted schooner EXCELSIOR, launched at Liverpool 11 July 1850 by Jordan & Getty for Josias Booker. She measured 50 x 12.6 x 7.3 feet, 33 tons. Her system of construction had been patented by John Jordan, and as it appeared successful in a 50-ft. vessel the builders followed with the 282-ton bark MARION MACINTYRE, launched in February 1851, and the 787-ton ship TUBAL CAIN, launched in August 1851, both for L.H.MacIntyre & Co.

The TUBAL CAIN had iron frames spaced 18", to which the planking was fastened with nuts and bolts, the bolts being countersunk and the heads covered with a plastic composition; the planking was also

edge-bolted to increase rigidity. The bottom was then sheathed with 1½" yellow pine over felt, and then coppered over another layer of felt.

Meanwhile similar experiments were being carried out across the Channel. The "Nautical Magazine" for October 1852 carried an item reporting that the French Government had contracted with M.L.Arman of Bordeaux to built the corvette LA MEGERE at Rochfort in the same manner as specimens which he had produced for the merchant service and which had proven satisfactory. Possibly one of these was the 496-ton ship LOUIS NAPOLEON, listed in 1862 "American Lloyds" as built in 1852 at Bordeaux with wood planking over an iron frame. The same volume lists the ships EMILE PERIERE, 714 tons, built at Bordeaux in 1856, and ANTONIA, 1646 tons, at Lormont in 1859, as composites.

The expensive construction method used in the TUBAL CAIN was slow to catch on, and the next British composite of prominence was the ship RED REDING HOOD, 720 tons, built at Rotherhithe in 1857 by Bilbe & Perry, and sometimes credited with being the "first" composite. The first composite tea clippers, TAEPING, ELIZA SHAW, YANG-TZE, and BLACK PRINCE, were built in 1863, and for the next few years most of the high-grade British Indiamen were of composite construction.

In 1864 C.Lungley of London introduced a patent system of composite construction in the 624-ton bark DILPUSSUND, following her in 1865 with the ships DILAWUR and DILBHUR, 1305 tons. In this system a course of planking was secured to the iron frames with galvanized iron bolts; then iron diagonal plates were fitted along the topsides from bulwarks to bilges; then an outer course of planking was secured to the inner course with yellow metal fastenings; and the bottom was then coppered. These three vessels were highly successful and all had long lives.

Another 1864 was the Glasgow-built GOSSAMER of 735 tons. She had an iron sheerstrake and another strake of plating at a level below the hold beams, with diagonals joining the two. She was wrecked off Prawle Point, and her upper works parted from the rest at the level of the hold beams.

Two important events in composite ship history took place in 1867. One was the launch of H.M.gunvessel BEACON, first composite vessel in the Royal Navy. From then until 1875, of 97 vessels under 3000 tons displacement added to the British Navy, 65 were composite.

The other event was the issuance of Lloyd's rules for composite ships, under which such noted vessels as THERMOPYLAE and CUTTY SARK were built. A frame spacing of 18" was required; after the experience with the GOSSAMER, diagonal straps from bilge to sheer strake were called for; but only a single thickness of planking was specified. The plate opposite p.322 of Clark's "Clipper Ship Era" shows typical variations of this construction, while there are similar drawings of CUTTY SARK in "Mariner's Mirror," vol.27, p.192, 1941.

The SOBRAON, 2131 tons, built by Hall of Aberdeen in 1866, was the largest composite vessel ever built. The TORRENS, 1333 tons, at Sunderland in 1875, was about the last large composite merchant vessel built in Britain, and only a couple of barks in 1876 appear to have been after her.

Composite construction caught on readily in treeless Holland, the first apparently having come out in 1864 (LC v.2, p.12). As we noted on p.143 of v.1, the system survived longer in the Netherlands than elsewhere. It finally was transformed into "Meursing's system," in which the vessel was framed and plated with iron, like the ordinary iron vessel, and was then sheathed to the load waterline with Georgia pine secured by machine-turned treenails of "bulletrie" (Manilkara, a dense red timber from Surinam). Each treenail was furnished with an iron ring and was driven home from the inside against a lead bushing, then wedged on the outside with hardwood wedges in the usual manner. The copper sheathing then went on over the wood sheathing.

According to a launching story, the TJERIMAI of 1883 went overboard on 9 March from Jan F.Meursing's Nachtegaal Werf at Amsterdam, following the BAARN, SUEROE, KERSBERGEN, SLAMAT, and MERAPI, all built on this system. Strangely, the classification society registers list most of these as composites, perhaps because their watertight integrity depended ultimately on the wooden treenails. MERAPI, ex ANNA ELISABETH, however, was classed by Lloyds (as experimental and subject to biennial survey) and correctly described as "iron frame plated and planked," while KERSBERGEN, which is listed in 1887 Lloyd's as "iron frame planked" is carried 30 years later as "iron, wood-sheathed." Bureau Veritas classed MERAPI and TJERIMAI as composite and the rest as wooden!

In 1864 an attempt was made to sheath the British iron vessel IRON GEM by riveting T-irons vertically along the sides.

Then planks with slots cut in their ends to fit over the flanges of the T-irons were worked in place, all voids were filled with composition, and the copper sheathing applied on the wood. Although this method does not appear to have been successful, HMS VOLAGE and ACTIVE were wood sheathed and then coppered over an iron hull in 1867, and a good many vessels in various navies have had their anti-fouling provided for in this way right up to the present time.

In 1869 Stephen of Glasgow built the 1195-ton CITY OF HANKOW for Smith's City Line with a composite bottom -- copper over teak over iron frames -- and iron-plated topsides from a couple of feet above the load waterline. She is stated to have been the only vessel ever built in this way.

Composite construction was very unusual in America. Baldwin of Quebec laid down two composite sailing vessels in 1870, but they were destroyed by fire on the building ways, and the experiment was never repeated. Calvin & Co. of Garden Island, Ont., built some composite schooners of good size for Lake service in the 1880's, and Pusey & Jones built the 406-ton composite steamer MERCHANT at Wilmington, Del., in 1878: these are all we have noted from the 19th Century. The Emergency Fleet Corporation in 1917 contracted for composite steamers from several U.S. shipyards; these must have been the largest composite vessels ever built. The four-masted schooner VIRGINIA PENDLETON, built at Mystic, Conn., in 1919, is listed as a composite, but we have no details of her construction. The remains of one of these steamers are still visible at Newport News, at a wharf a little west of the Newport News-Norfolk ferry slip.

A few yachts, both sail and steam, have been constructed in this country on the composite principle.

Rather closely involved with composite building is the system of diagonally planking a wooden hull. Like the other type of construction, diagonal building had its origin in the desire to obtain maximum strength with minimum expenditure of timber. One of the earliest vessels built in this fashion was the royal yacht VICTORIA & ALBERT, built at Pembroke in 1843. She measured 200 x 33 x 22 feet, 1049 tons, and was planked with two layers of 1-3/4" oak, lying across each other, each at 45°, and covered with 3" larch planking running fore and aft with the sheer. Layers of tarred ship felt were placed over each course of planking, resulting in what was claimed to be a leak-proof bottom.

About this same time a Thames builder, Pitcher, built several river steamboats on the diagonal principle; a vessel named CITY OF ROCHESTER was built this way as far back as the early 1820's; and a steamer named BANSHEE was diagonally built by Thompson about 1847. The chief exponent of this type of construction, however, was White of Cowes, who described his system in 1830 in the first volume of the Transactions of the Institute of Naval Architects. He proposed to do away with frames, using floor timbers, but providing only ceiling, two courses of diagonal planking, and a fore and aft course of outside plank.

Names of at least 10 vessels built this way by White include the 1804-ton steamer SOLENT for the Royal West India Mail Co.; two P.& O. steamers, the TARTAR and VECTIS; four sailing vessels for J. Shepherd, SOLENT, PATRICIA, MEDINA, and HEROES OF ALMA; and the full-rigger EMPRESS in 1858. The necessity of using the best grades of teak to produce the thin, strong members required in this system resulted in a cost of about £1-15s more per ton than conventional construction, and it was not widely adopted.

The second VICTORIA & ALBERT, designed by Lang like the first, was also diagonally planked. She measured 336'x 40'3" x 24', was built of mahogany and teak, and served for 40 years from her launching in 1855.

The Hall Brothers of Aberdeen adopted diagonal planking over conventional framing in a couple of their wooden clipper ships. The 563-ton VISION of 1854 is described in the article "Shipbuilding" in the 8th edition of the Enclycopedia Britannica. She had two thicknesses of 2" larch diagonally, over one course vertically between the frames, with 4½" of red Danzig pine laid fore and aft over all; the whole tied together with screw treenails of African oak.

Hall's SCHOMBERG, 2600 tons, built in 1855 and probably the largest wooden sailing vessel built in the British Isles, had a similar construction: four thicknesses of 2½" larch, two diagonal between two vertical, 6" longitudinal outside planking, tarred felt between all layers, and screw treenails.

This method of building, suitable only where labor was cheap and timber dear, did not catch on, although the tea clipper

CHAA-SZE, built by the Halls in 1860, which is stated to have originally been intended for an Arctic whaler, was diagonally planked in teak.

In 1872 the wooden clipper ORIENT, originally built at Rotherhithe in 1853, was rejuvenated with a diagonal sheathing, but this is the only case of the kind that we have noticed.

The 295-ton bark UMGENI, built by Robinson of Liverpool in 1864, was partly diagonally planked, and we have encountered two cases of composite vessels built at Liverpool with diagonal planking over iron frames. One was the 343-ton bark TA LEE, built by Holderness in 1867, which was classed as experimental by Lloyd's, subject to triennial survey; and the other was the 1117-ton ship DUKE OF EDINBURGH in 1867.

A few Canadian squareriggers had diagonal ceiling: bark JOHN EILLS, 1866; ships ROCK CITY, 1868; and COSMO, 1877.

We have not turned up any American sailing vessels built in this manner, with either diagonal planking or diagonal ceiling, but a good many of the largest wooden vessels were strengthened with diagonal straps of wrought iron or steel over the frames. Introduced probably in the Royal Navy, this system was used at Boston in the early 1850's, and was applied to the GREAT REPUBLIC. John McDonald is credited with bringing the style to Bath, and later some of the big schooners of Percy & Small, including the WYOMING, were trussed with diagonal straps in this manner.

During World War I the Supple-Ballin Shipbuilding Co. of Portland, Oregon, turned out a group of wooden hulls of about 2800 gross tons, on dimensions 295 x 45 x 24 feet, some motorships and the rest steamers. These had wooden frames, but steel upper deck knees, deck stringer, sheer strake, bulwark plate, rail plate, and diagonal straps under the upper deck. They were planked with two 1¼" courses diagonally under 4¼" to 4-3/4" plank. One of these, the MOUNT BAKER, became a gambling barge, was back in trading in 1941, and was finally burned at Prince Rupert, B.C., in March 1944.

The most recent diagonally-built vessel worthy of attention is the STRANGER, a yacht and exploration vessel built at Seattle in 1938 by the Lake Union Drydock & Machine Works for Fred E. Lewis. She was built of yellow cypress, and had one course of planking laid (continued p.82)

B O O K R E V I E W S

NEWELL, Gordon R., "Ships of the Inland Sea," Portland, Ore.; Binsford & Morts, 1951. $4.00.

The history of steamboating has been very skimpy until quite recently. Therefore the newest book on the subject fills a great gap in the steamer history of the Pacific Northwest. Gordon R. Newell's "Ships of the Inland Sea" covers the history of the steamer, both sternwheeler and screw-driven, in the Puget Sound area. It completes the history of the major waterways of the Northwest that Randall Mills started in his "Sternwheelers up Columbia."

In the introduction Newell states: "In this record of the Puget Sound steamboats the principal characters aren't exactly people. But if you read it and don't agree that they have extremely human characteristics, then the story hasn't been told as it should be told."

Any reader will agree that Newell told the story properly.

The text itself tells about the activities of the vessels, leaving the technical details to tables in the appendix. This clears the text of a lot of material that would hinder the readability, and yet it is available in convenient form for those interested. The lists include all vessels on the Sound, vessels documented as of January 1951, a list of men active in the steamboat business, and a list of both steam and diesel vessels active on the Sound at the present time.

The stories are interesting because the Puget Sound "mosquito fleet" was more conglomerate than most. There were many imported vessels, such as the NEW WORLD from the Hudson and many from San Francisco and the Columbia. Also a large number had second hand engines and boilers.

The net result is an interesting tale of boiler explosions, grounding, collisions, and races. Many vessels were temporarily incapacitated when the crown plate blew off, taking the pilot house, complete with pilot, upward. Several vessels even embarrassed their owners by blowing out their fireboxes, straight down.

Newell has well footnoted the text, not with references to other books but with side notes of a humorous nature. The footnotes are as readable as the main body of the text. His information is right up to date, including reports of the sternwheel race at Elliott Bay last summer, probably the latest sternwheel race but not the last.

--Kenneth C.Lodewick

CAMPBELL, Neil, "Shadow and Sun," 334 pp; 17 ill. London, George Allen & Unwi Ltd. 1947 (reprinted 1949); 15s.

Captain Campbell was a Dubliner, the son of a Presbyterian clergyman who moved to South Africa when Neil was 11. At 17 he joined Law's ELGINSHIRE as an apprentice, shifting to ARCTIC STREAM after two voyages. At the end of his apprenticeship, in 1914, he went into steam, and a few years after World War I he joined the South African Harbor Service.

This book is mostly about the four years he spent i sail, with only a little of his earlier and later life thrown in. Captain Campbell brings to the familiar narrative of sailing-ship app enticeship a fine Irish knack of story-telling. Like several recent authors in this field he is less reticent than is customary about adventures ashore, but he manages to convey a picture of a wide-eyed boy avoiding all serious temptations.

Part of the illustrations are from the author's own camera, and are excellent deck views from the latter days of sail.

SPENGEMANN, Friedrich, "Auf weiter Fahrt; Kapitänsfrauen an Bord," 119 pp; 8 plates. Bremen-St.Magnus, the author. 1950.

In this latest of his series of works on German maritime history, the author attempts to fill a gap in German literature, since, although nearly every German sailing ship master took his wife along to sea, very little has hitherto been written on the subject. By a series of brief sketches and ane dotes, Herr Spengemann gives some idea of the adventures and narrow escapes that were the routine lot of these brave women.

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MANY NEW NAUTICAL BOOKS DUE

The next few months promise to be the most fruitful period in the production of new books on sailing ship history since the beginning of World War II. Howard I.Chapelle has a book on American local types, which will present 100 plans, coming out in November. Harold Underhill is finishing "Deep Water Sail," which will cover seagoing types on a wold-wide scale in plan and photograph. Friedrich Spengemann promises "Petroleumclipper," with descriptions of 140 sailing oil carriers.

Percival Marshall is bringing out a book on early British tea clippers by D.MacGregor, and the first volume of a two-volume work on British coasting schooners by Basil Greenhill. A new, expanded edition of Carr's "Sailing Barges" is also in prospect. LOG CHIPS will review these all as they appear.

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PASSING OF THE DHOW REPORTED

A recent dispatch from Mombasa, Kenya, Africa, reports that only about 50 dhows a year now call there, as compared with hundreds a few years ago. Mangalore railroad ties, their main cargo, are now carried almost entirely by steamers. Within a few years, it is expected, the life described in Villiers' "Sons of Sinbad" will be a thing of the past at Mombasa.

SAILING SHIP NEWS

EEVA, Estonian galeas. Some 5 years ago about 50 refugees arr.Miami in her, and she was laid up there. Recently sold to Port-au-Prince owners and refitted.

GERDA, Swed.brig, built Gävle 1869 and lately a museum ship there. Scrapped because of rusting of her iron fastenings, but her deck and rigging were to be preserved.

LA MERCED, m/s. Early June left Seattle for Alaska to serve as floating cannery for Peninsula Packers. Though she has her 4 masts still, her sails are not now used.

LISA, sch. Built 1799; has been saved from scrapping to become floating cafe on Lake Vener by Folke Nicklasson of Mariestad.

PORTUGAL, Br.hulk. Built Rostock 1889 as ship SENATOR VERSMANN. Hulked Stornoway 1927. Early 1951 sunk there by a trawler.

PADUA and PASSAT, 4m.Bkd. Reported reprieved from Belgian scrappers to become German aux.cargo-carrying training ships by Heinz Schliewen, Hamburg.

SCOTTISH LADY, 4m.sch. For sale as laid up, Lake Washington, by Kodiak Aleutian Salvage Co., Seattle.

SIGYN, Finn.bkn. Museum ship at Åbo. Not iron fastened, so is expected to survive a few years more.

SNETIND, 4m.Sch. Hulk burned and sunk off Boston Light 21 July, after lying 16 years on Spectacle I., Boston Harbor.

WAVERTREE, Arg.hulk, built Southampton 1885 as ship SOUTHGATE. Recently converted to sand dredge and store at Buenos Aires.

WILHELM PIECK, E.Germ.aux.bgn. Recently launched Warnemünde on the 75th birthday of the Soviet Zone President.

(With thanks to Jürgen Meyer, F.D.Collins, and John Burlinson for items above.)

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CORRECTIONS AND ADDITIONS TO U.K.LISTS

With the 1880 list on pages 83 and 84, we have completed all readily available listings of sailing vessels launched in the United Kingdom, having covered all sea-going vessels since 1880. Earlier lists will be forthcoming at some indefinite time in the future, when the laborious tasks of searching through "Lloyd's" and "Mercantile Navy Lists" can be resumed.

We recently found a complete file of "Marine Engineer" in the Navy Department Library, and from the launching lists located the following additional vessels:

1881 (LC, pp.70-71) MAGICIAN, ship, 1712 tons, by Richardson, Duck, Stockton for Nevins, Welch & Co., Liverpool. NERBUDDA, ship, 1632 tons, by Russell, Greenock, for Foley, Aikman & Co., London. Lost with all hands, Bristol Channel, 15 Oct.1886. JOHN SMITH, wood 3m.sch, 145 tons, by Barr & Shearer, Ardrossan, for Capt.Charles Hendry.

1882 (LC p.59) HENRY SWAYNE, bark, 735 tons, by Russell, Prt.Glasgow, for W.&J. Lockett, Liverpool. Out of register 1884.

1883 (LC, p.48) SARSUTI, iron brig, 298 tons, by Napier, Shanks & Bell, Glasgow, for Secy.of State for India (pilot brig.)

1884 (LC,p.36) TAMPICO, steel 3m.sch., 309 tons, by Stephen, Glasgow, for Jencquel Freres, Bordeaux; wrecked 1888.

1886 (L.C.vol.1, p.7) NETHERBY, iron ship, 1448 tons, by Ritson, Maryport, for J.Dodd, Liverpool. Missing 1906.

We are indebted to Captain H.Daniel of Montevideo for identifying these vessels and supplying additional details.

Further additions and corrections to the 1886 and 1887 lists were given on p. 41 of vol.1 of LOG CHIPS.

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MORE NOTES ON THREE AND FOUR MASTERS

Mr.J.W.Somerville writes: "On p.68 it is stated the FANNY ARTHUR was a three-master. That is wrong, as she was the first four-master to arrive and load in Jacksonville. That was in 1897 and she was owned by a Captain Reed in Mays Landing, New Jersey. His son was her captain. While in Jacksonville he spent a good deal of money, some of it going for a big yellow piano. They had to take off the skylight in order to get the thing aboard.

"This vessel and the SALLIE C.MARVIL, Capt.John Quillin of Laurel, Del., were the only schooners I have heard of having pianos."

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COMPOSITES AND DIAGONALS

(continued from p.80)

at a 45° angle, covered by another fore and aft, for a total thickness of 4¼". The STRANGER measured 123.2 x 22.8 x 16.5 ft. and had a canoe stern. As the USS JASPER (PYc13) she was operated as a research vessel during World War II at San Diego by the University of California Division of War Research, and some of the fundamental discoveries in underwater sound were made from her. After the war her name STRANGER was restored, and she is now owned in Los Angeles as a yacht.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1880 (IRON unless indicated)

Name / Later name	Rig / Year	Tons	First owner / Owner who changed name	Fate
			W. Doxford & Sons, Sunderland	
COUNTY OF MERIONETH	Bk	1098	W.Thomas Sons & Co., L'pool.	Hulked 1911, Adelaide.
LANGRIGG HALL	Bark	1394	A.L.Horron, Liverpool.	Lost near Tuskar, Dec.1882.
			R. Foster, Sunderland	
MENAI	Ship	1435	Arvon Shipp.Co., L'pool.	Missing 1895, S.Pacific.
OGWEN	Ship	1438	Arvon Shipp.Co., L'pool.	Lost W.coast India, 1886.
			W.Pickersgill, Sunderland	
COPPENAME (WOOD)	Bark	329	A.Pearson & Co., Glasgow	
RAPHAEL	1886		J.Malandain, Fecamp	
COPPENAME (3m.Sch)			J.J.Gouveia, Oporto	Out of register 1927.
			Richardson, Duck & Co., Stockton	
MOOLTAN	Ship	1725	British & Eastern Shipp.Co.Lim., Liverpool	
OLAV	1908		Alexander Bech, Tvedestrand	
VESTDAL	1917		J.A.Henschien, Tvedestrand	Submarined 24 April 1917.
SIERRA ESTRELLA	Ship	1500	Thompson, Anderson & Co., Liverpool.	
ESTRELLA	1903		Fratelli Beraldo, Genoa.	Broken up 1928.
			John & William Harvey, Climping, Littlehampton	
GOODWOOD (WOOD)	Bark	569	A.W.Halden, Swansea	
SIAM	1893		H.Auger, Havre.	Missing Jan.1899
			Oswald, Mordaunt & Co., Southampton	
BRITISH YEOMAN	Ship	1953	British Ship Owners' Co.Lim., Liverpool	
STEFANO RAZETO	1899		Capt. S. Razeto, Naples	
BRITISH YEOMAN	1909		Ship.B.Y.Co.Lim., Victoria, B.C.	Sunk by SEEADLER Feb.'17.
DUNDRENNAN	Ship	1950	J.Houston, L'pool.	Lost S.Africa April 1895
PYTHOMENE	Ship	1954	H.Fernie & Sons, Liverpool	
RENO	1908		S.A.Riccardo Gualino & Piaggio, Genoa.	
MONTE NERO	1919		Arm.Riuniti Liguri-Lombardi, Genoa.	Scrapped 1923.
TUBAL CAIN	Ship	2006	L.H.McIntyre & Co., L'pool.	Missing early 1882.
			W.Pickard, Appledore, Devon.	
BEND OR (WOOD)	Bktn	225	Builder	Abnd.N.Atlantic Oct.1881
			Harvey & Co., Hayle, Cornwall	
THORNHILL	Bktn	287	T.C.Guthrie, Glasgow	
MAERDOR	1889		P.N.Winther, Fanø, Denmark	
BRABO	1912		(Argentina)	Out register 1917.
			S. Samuel, Llanelly, Wales	
S.T.	Bktn	325	Samuel Bros., Llanelly	
			W.H.Potter & Sons, Queens Dock, Liverpool	
KHYBER	Ship	2026	T.& J.Brocklebank, L'pool.	Lost Mar.'05, Cornwall.
LAOMENE	Ship	1797	H.Fernie & Sons, L'pool.	Lost Feb.'04, Burma.
			Whitehaven Shipbuilding Co., Whitehaven	
ISABEL	3m.Sch.	161	W.Burnyeat Jr., Whitehaven	
			Troon Shipbuilding Co., Troon	
SCOTIA (WOOD)	Bktn	181	T. Steele, Ayr	
			Barr & Shearer, Ardrossan	
HEATHER BELL	Wood Sch.	117	Prov.Barr, Ardrossan	
WILLIE GLEN	Wood 3m.Sch	141	Glen & Robertson, Glasgow	
			A.McMillan & Son, Dumbarton	
BUCKHURST	Ship	1908	B.Shp.Co.Lim.(W.R.Price & Co.),L'pool.	Burnt 1897.

Russell & Co., Port Glasgow & Greenock. Greenock yard.

BERWICKSHIRE	Bark	943 Thomas Law, Glasgow
PAPA	1907	Fratelli Cafiero, Castellamaro
MONTE MORO	1921	Arm.Riuniti Liguri-Lombardi, Genca. Broken up 1923.
FIRTH OF CROMARTY	Bark	957 Jas.Spencer & Co., Glasgow Missing 1882.
FIRTH OF DONORCH	Bark	953 Jas.Spencer & Co., Glasgow
ESCAMBIA	1917	A.T.Rosasco, Genoa Missing N.Atlantic 1922-3.
MANDALAY	Bark	941 W.& J.Crawford, Greenock. Lost 1911, W.Australia.

Port Glasgow Yards

JANET McNEIL	Bark	924 Browne & Watson, Port Glasgow
CLARA	1904	Chr.Nielsen & Co., Larvik. Submarined 4 June 1917.
SOUTHFIELD	Bark	937 Renton & Co., Glasgow
BANFFSHIRE	1881	T.Law, Glasgow. Missing N.Atlantic 1912.
WIGTOWNSHIRE	Bark	941 T.Law, Glasgow Lost S.Africa Jan.1885

R.Duncan & Co., Port Glasgow

NEREUS	Ship	1341 C.S.Caird, Greenock
ACONCAGUA	1893	A.D.Bordes & Fils, Durkirk. Submarined 1 Jan.1917

J.Reid & Co., Port Glasgow

KYLEMORE (STEEL).	Bark	1245 Nicholson & McGill, Liverpool
SUZANNE	1925	R.K.Bager, Marstal
KYLEMORE	1934	Gustaf Eriksen, Mariehamn Broken up 1937, Hamburg.

Barclay, Curle & Co., Glasgow

ARGO	Ship	1561 A.& J.H.Carmichael & Co., Greenock
MARGA	1905	M.Brunsgaard, Praemen Broken up Jan.1923
PHASIS	Ship	1564 A.& J.H.Carmichael & Co., Greenock. Lost 1897.

C.Connell & Co., Glasgow

DIANA	Bark	733 Barton & Co., Glasgow Lost June 1908.

Geddie, Sen., Kingston-on-Spey

ALTMORE (WOOD)	Bark	362 Thom & Cameron, Glasgow. Wrecked 1887.

Kinlock, Kingston-on-Spey

PSYCHE (WOOD)	Bktn	335 Townsend & Speering, London

A Stephen & Sons, Dundee

HELENSLEA	Bark	1248 Builders (Launched Dec.1879) Lost in collision'81.
RESOLUTE	Wood Steam Bk	624 Dundee Seal & Whale Fishing Co., Dundee

Tay Shipbuilding Co.(James Mollison & Sons), Dundee

EARN	Wood Bark	321 Robertson Bros., Dundee

P.Rodgers, Carrickfergus

FANNY CROSSFIELD	Wood 3m.Sch	119 Fisher & Sons, Barrow. Broken up 1939.

Harland & Wolff Lim., Belfast.

BRITISH MERCHANT	Ship	1743 British Shipowners Co.Lim., Liverpool
ARTHUR FITGER		1895 D.Bordes & Co., Bremen
AMATSINO (barge)		1908 James Griffiths & Sons, Seattle. Lost 1909.
DAWPOOL	Ship	1778 North Western Shipp.Co.Lim., Liverpool
WILKOMMEN	1895	Carl Winters, Bremen
HAAKON	1906	Alexander Beck, Tvedestrand
VESTELF	1916	J.A.Henschien, Tvedestrand. Submarined 23 April 1917

UNITED KINGDOM SHIPBUILDING IN 1880

Captain H.Daniel, as before, has checked this list from his extensive files and supplied most of the material on final endings. Brocklebank's ESTHER, 2026 tons, built by Potter, was the largest vessel of the year.

Two 1880 vessels were later owned in North America. BRITISH YEOMAN was owned in turn by R.P.Rithet, Eschen & Minor, J.D.Moore, and Balfour, Guthrie, all of San Francisco. BRITISH MERCHANT, as ARTHUR FITGER, was burned out at Seattle and became a barge.

A PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER 8 85 SEPTEMBER 1951

LOG OF A FLYING TRIP TO EUROPE

From Washington, the Navy flies to London via Newfoundland, the Azores, and French Morocco; two nights and three days. On our first night in London, on a rainy Bank Holiday, we took in the Festival Exhibition on the South Bank. Oceanography, fisheries, shipbuilding, and seafaring were all well represented, but the historical side, except perhaps for the voyage of Captain Cook, did not receive much attention.

The Thames barge SARA, in beautiful condition, was lying at a buoy off the Festival grounds, and Scott's old DISCOVERY, minus her yards, is nearby. On another day we found an interesting collection of early ordnance at the Tower of London, including a carronade labelled as one of the first pieces cast by the Carron Company.

There are many interesting craft to be seen along the Thames. Along the upper reaches, as far up as the weir at Teddington, can be seen Dutch-built yachts with apple bows and leeboards. A motor launch trip from the Tower to Greenwich goes by docks in which rigged barges can be glimpsed (the GLENCOE is the only one whose name we saw). Off Bermondsey the BOUNTY, formerly ALASTOR, was lying, stripped down to fore and main lowermasts and bowsprit; at Deptford is the CUTTY SARK, still with topmasts, jibboom, and 9 yards in place.

It is a full day's job to see all the National Maritime Museum at Greenwich, and a sunshiny day should be picked, since the lighting is none too good (the same warning applies to practically every museum in Europe). Hours can be spent poring over such individual collections as the seal casts, which provide practically the only evidence now existing of the form of medieval ships; the Navigation Room, with Harrison's chronometers still working away; the models of anchors; the Nelson relics; and the dockyard models. Viewing the profusion of the latter, we felt a little better about the specimens now at the U.S.Naval Academy; perhaps some day they can be properly identified and displayed.

The new East Wing of the museum has most of the 19th Century merchant ship material, and in general the models here are better labelled than in the older parts of the museum. There are full builders' hull models of the 4-mast ship DRUMBURTON and 4-mast barks DRUMBLAIR and DRUMELTAN.

One interesting model, made in 1823, shows a barge believed to date from 1500, unearthed at Rother, above Rye, in 1822. A vessel 65' x 15', it had a flat bottom with hard chine, like a Thames barge of today, but was clinker built in the topsides. Another, marked on the stern "I.L.1703" and attributed to John Locke of Plymouth, has both a hole for whipstaff and a steering wheel; it may be one of the oldest known representations of a wheel.

The National Maritime Museum is notably lacking in representatives of the coasting trades; there is not a single barkentine under its roof, for example. This gap is filled in London by the Science Museum at South Kensington, which is particularly strong on small craft of the British Isles and of the Far East. The splendid Maze collection of large-scale Chinese junk models is here, as well as Dr.Longridge's famous CUTTY SARK.

Another significant model is a hawk's-nest builder's model of the LIBERTY & PROPERTY of 1752, which bears on the question of whether models were used in merchant shipbuilding in Britain as early as they were in America. The Science Museum also has a notable aggregation of steamer models, including an interesting series of dredges.

We had a day or so at Plymouth, where we saw J.Meer, a loyal LOG CHIPS subscriber, who gave us a clipping on the recent call there of the Russian training ship TOVARISCH. Plymouth has, side by side, memorials of the

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MAYFLOWER, which took the first permanent English settlers to New England, and of the TORY, which took the first English settlers to New Zealand about 200 years later.

From the Hoe, the Eddystone Light can be seen, and the upper works of Smeaton's Eddystone Tower have been re-erected on the Hoe itself. The day we were there, an old U.S.-built four-stack destroyer was active in the harbor, making a movie of the St.Nazaire raid; perhaps this will be the last four-stacker in commission.

Another day we visited Lowestoft, where a couple of Thames barges were to be seen. The train cuts across a corner of the Norfolk Broads, and there is a Wherry Inn near Lowestoft, but we were told only one wherry is now left in service.

From Britain we went on to Brussels. The Army Museum here has a few models -- a modern rigged model of the 20-gun brig DUC DE BRABANT of 1845; a modern Belgian mine planter and an Italian PT boat; and some interesting toy models dated 1843-1844, made for the Belgian princes and princesses. There are also some uniforms and paintings relating to the Navy, but most of the display of course relates to the Belgian Army and Waterloo. Models sometimes turn up in out-of-the-way places; at the Faculté des Droits of the University of Brussels is a large display model of the steamer WESTERNLAND, built by Laird in 1883.

On the Roodestraat in Antwerp is the Musee National de la Marine or Scheepvaart Museum; it is currently closed to the public pending a move to more spacious quarters. It has a large and important collection, at present a little the worse for some years of obvious neglect, but one that will be well worth a visit in the future when it is properly organized.

Among the half models are P.BERQUIN of 1872, F.BERQUIN of 1878, S.VAN DER BUSSCHE of 1868, BRABANT, built by Laing of Sunderland in 1863, VILLE D'ANVERS, #45 of Redhead, Softley & Co., South Shields, and others unidentified. Three framed and planked builders' models are of the QUINTEN MATSYS of about 1845, a packet type of about 1850, and an early paddle steamer. There are some splendid Chinese junk models, and so many of East Indian types that some are stacked like cordwood. The model anchor collection is noteworthy; there are many examples of the famous Belgian ship portraits on glass from the middle of the 19th Century; and the library is excellent.

The Netherlands have more marine museums in proportion to population than probably any other country, and we managed to visit four in the course of one day. In Rotterdam the Instituut voor Scheepvaart en Luchtvaart on Burg.'s-Jacobplein operates a museum showing current technology in shipping and aircraft matters, with an adjoining technical library. The museum is full of instructive exhibits on shipbuilding, marine engineering, anchor and chain manufacture, dredging, and similar affairs, and the library has up-to-date books and periodicals in the field.

Next door is the Maritiem Museum Prins Hendrik, which is devoted to the historical aspects of seafaring. Starting with models of the Viking ships, it has the famous Spanish votive model of the mid-Fifteenth Century, which is probably the oldest European ship model, and then goes through 18th Century Indiamen and warships to 19th Century merchantmen and Dutch local types.

The museum is in a modern building, well designed for the display of its possessions, and the cluttered effect so common in nautical exhibits is entirely lacking. Among the 19th Century material are fully-rigged models of the KOSMOPOLIET of 1854, NOACH I of 1857, and the OLIVIER VAN NOORT of 1829, an exceptionally fine model. Our only criticisms are that the labels do not give the scale of the model and that the age of the model -- whether is is actually contemporary with the ship it represents -- is not indicated. This museum also has an excellent reference library.

At Amsterdam the Historisch Nederlandsch Scheepvaart Museum is world-famous. It issued in 1943 a 191-page illustrated catalog of its ship models and plans, which is on sale at the museum and thus makes it unnecessary for us to go into details. It has 40 or 50 19th Century builders' models and a rich collection of plans and treatises on shipbuilding from earlier years. Only a few steamers are represented, but these are mostly from the early 19th Century and hence of great significance. Again the lack of information on scales, both on labels and in the catalog, is a serious drawback to proper visualization of the models.

At the Rijksmuseum, a special exhibition of "Burgundian pomp" had temporarily relegated most of the maritime material to the basement. Only a couple of models were on

display, the outstanding one perhaps being a large rigged model of the merchant ship DE WITTE OLIPHANT of 1755. The rigging appears to have been added at a later date, however.

Hamburg has two museums with nautical material, the Museum für Hamburgische Geschichte on Holstenwall, and the Altonaer Museum in Altona. We saw only the former, which has an excellent exhibit relating to Hamburg's shipping industry. The 10-ft model of the 3d WAPPEN VON HAMBURG (1720), which was described by R.C.Anderson in the "Mariner's Mirror" in 1948, and which has since been transferred to Hamburg from the Royal United Service Institution, dominates the collection, and there are also representations of the other three WAPPENS.

Wall charts, which every museum should have, give the nomenclature of rigs and of steamer types. There is an excellent series of models from the period 1860-1905, including a barkentine; there are some good unidentified models from c.1830, similar to some at Antwerp; and there are fine models of earlier Hamburg ships. Another series of rather small-scale models has been made from Chapman's plates (1768).

Hamburg's Greenland whaling is well represented; there is a notable collection of pottery decorated with ship portraits; and there are some interesting relics and figureheads. Since Hamburg has no naval tradition, warships are conspicuous by their absence.

Lying at the Landungsbrückenin St.Pauli we found the bark SEUTE DEERN, which started out in 1919 at Gulfport, Miss., as the wooden four-masted schooner ELIZABETH BANDI. In 1930 she went out to the Baltic under the Finnish flag as the BANDI of Rauno, and in the summer of 1939 was refitted at Blohm & Voss as a three-masted bark. Her lowers and topmasts are in one piece, she has double spanker gaffs, and all her spars are of steel, welded. The hoisting yards are fitted with shoes running over tracks on the fore side of the masts. She has a coppered bottom, and has been given a gaudily painted figurehead of a peasant girl.

The SEUTE DEERN was intended as a cargo-carrying training ship for the Essberger tanker firm of Hamburg, and spent the war carrying salt from Germany to Finland or Sweden, returning with lumber. After the war she was taken around to Hamburg again and turned into a hotel ship and restaurant. India curry is the specialty of the house, and we can state from personal observation that it is excellent. The modern steel masts and rigging of the bark make an interesting contrast to her wooden hull, in which the massive timbers and knees of pitch pine tell of shipbuilding arts now almost forgotten.

SEUTE DEERN now is the only sailing vessel to be seen in Hamburg, which is a busy port. Vessels that have been given customs examination at the pier fly the customs flag -- divided like Oboe of the International Code, with white over black, -- under the ensign to signify they need no further examination.

In Hamburg we met Heinz Burmester at the Hydrographic Institute, and he told us PAMIR and PASSAT had been taken to Germany from Antwerp for fitting out as training ships. We also called at the office of F. Laeisz. Captain Piening unfortunately was out, but we saw a half-model of PREUSSEN and two rigged models of PADUA.

We next had a brief look at Copenhagen. The Danish maritime museum is located at Elsinore, which was not on our itinerary; there is a dockyard museum at Copenhagen, but we missed seeing it. In the harbor lies the hulk of the JYLLAND, a steam frigate, victor against Austrian and Prussian forces at the battle of Helgoland in 1864. Here at the gateway to the Baltic, sailing vessels are more in evidence than they were in ports farther west. We glimpsed several schooners, with three and even four masts, and the smaller galeas types were in evidence in abundance.

From Copenhagen we flew to Oslo, with a stop at Kristiansand, where the full-rigged training ship SØRLANDET was lying in the harbor. The only craft of this nature at Olso was a sand barge which may have been the LINGARD.

Over on Bygdøy, a short ferry ride from the main part of Oslo, is concentrated much of the material of Norway's shipping history. Chronologically, one should start with the Viking ships, which are housed in a building of their own. There are three of them, the Oseberg ship, buried around 870, and the Tune and Gokstad ships, buried around 900. The Oseberg and Gokstad vessels have been skilfully and authoritatively restored, but the Tune vessel consists of little more than floor timbers and bottom planking. The Tune ship, found in 1867, and the Gokstad ship, in 1880, were the graves of kings, or at any rate of men, but the Oseberg (continued on p.96)

THE SHIPBUILDERS OF THOMASTON (continued from p.76)

VII. CHAPMAN & FLINT (contd.)

A.C.Hopes continued to operate the square-riggers belonging to I.F.Chapman & Co. until the Panic of 1907, when the last vessels, the E.B.SUTTON and I.F.CHAPMAN, were sold for barges.

Benjamin Flint died on 28 June 1891, and in April 1892 Capt. William D. Burnham of the ST. JAMES was brought ashore as Port Captain. He played a large part in the formation of the American Hawaiian, and managed the steamer line for many years.

While in command of the PACTOLUS, Capt. Burnham was instrumental in placing the name of this Chapman & Flint ship on the world's charts. In November 1885 he obtained a sounding of 67 fathoms in 56°36'S, 74°20'W, in what is otherwise deep ocean, 240 miles west of Cape Horn, and this feature is now charted as Pactolus Bank.

(Since we commenced the story in July LOG CHIPS, Mrs. Theodore Schorske has sent us some additional data on Flint & Co., from the files of the N.Y."Maritime Register"and other sources:

(The WM.STETSON of 1851, although owned 21/64 by Chapman & Flint, was managed by W.Stetson, and was not considered a C.& F. vessel.

(Flint & Co. bought the ship JAMES DESMITH in 1898.

(The Charles R. Flint and George W.Gilchrest partnership, with ship chandlery at 66 South Street, was formed in March 1872; in June Charles R.Flint joined W.R.Grace at 47 Exchange Place as W.R.Grace & Co., agents for Brice, Grace & Co.of Callao, ship chandlers, and manufacturers' representatives. Flint resigned 31 Dec.1885 and formed Flint & Co. with his father and brother Wallace B., doing business at 142 Pearl St. Flint & Co.did not start operating a clipper line to California until 22 July 1896, when they took over the Sutton operations; and the merger with the Dearborns seems to have been later; so that actually the Flints never competed with the Sutton Line, although in 1891 they advertised a line from New York and Boston to Chile, Peru, and Ecuador.

(The MAY FLINT arrived at Hiogo 1 May 1896 with kerosene; she took fire, but the flames were extinguished on May 6th with the vessel lying on the bottom in 28 feet of water. She was only slightly damaged, and there was no salvage involved; but in view of the hostilities then going on in Manila and vicinity it seems obvious that her transfer to British registry was designed to protect her against capture by Spanish cruisers. She left Hiogo on 24 August.)

*****

VIII. GEORGE A. GILCHREST

We have no biographical information on George Gilchrest, although it is likely that he was born and bred in Thomaston, where Gilchrest was a common name. As a shipbuilder, he first appears at Rockland in 1890, building schooners; in 1893 the firm was Gilchrest & Keen. Then in 1900 he built the first THEOLINE on a marine railway at Belfast, following her with four more vessels. After 1905 we hear no more of him until the building of the schooner NANCY HANKS at Thomaston in 1917.

That same year he made a contract with the Emergency Fleet Corporation for one Ferris-type hull, which was completed in 1919 as the UTOKA. A competent authority says of this vessel:"He knew the government specifications were insufficient, and put in more calking than was required, so that she was one of the few that did not leak like a sieve."

A list of his vessels follows:

			Tons
	At Rockland		
1890	LENA F. DIXON	4m.Sch	1030
1891	CARRIE A. COOKSON	4m.Sch	963
1893	THELMA	3m.Sch	525
	At Belfast		
1900	THEOLINE (I)	3m.Sch	586
1901	HENRY B. FISKE	4m.Sch	847
1903	FRANK BARNET	4m.Sch	853
1904	KEY WEST	Suction dredge	498
1905	THEOLINE (II)	4m.Sch	981
	At Thomaston		
1917	NANCY HANKS	4m.Sch	1112
1919	UTOKA	Stmr	2599

*****

IX. JAMES A. CREIGHTON

Captain James A.Creighton was another Thomaston builder about whom we have only fragmentary information. He was master of the WM.STETSON and other vessels; later he was in partnership with J.O.Cushing and Charles W. Waterman for a time, in the lime business; but the firm was dissolved in 1869. It seems to have built a couple of small schooners in this period, and in 1873 J.A.Creighton built the LIZZIE BELL.

In 1874 Creighton, in association with

Captain Harvey Mills, built the ship JOSEPH S.SPINNEY. Mills owned ¼, Creighton 1/16, John Hilt, who was probably her master carpenter, 3/64, and Joseph Spinney of New York 1/16.

Creighton seems to have owned a shipyard site which was used by others, for it is stated that Patterson & Watts built the JOHN T.BERRY for Samuel Watts in the Creighton yard in 1876. In 1890 the firm of J.A. & G.A.Creighton built two schooners at Thomaston. Here is a list of all Thomaston-built vessels associated with the name Creighton:

1866	VETO	Creighton	Sch	91
1867	NETTIE CUSHING	Farwell & Cr.	Sch	91
1873	LIZZIE BELL	J.A.Creighton	Sch	65
1874	JOSEPH S.SPINNEY	Mills & Cr.	Ship	1989
1890	SUSIE M.PLUMMER	J.A.&G.A.Cr.	4mSch	920
1890	BESSIE M.CREIGHTON	"	"	612

*****

X. STETSON, GERRY & Co.

After 1860 the usual pattern was for Thomaston shipbuilding firms to keep the management of their vessels themselves, and some good-sized fleets were built up, as we have seen. One firm, however, that continued to operate in the older tradition of taking the best offer, sale, freight, or charter, for a new vessel, was Stetson, Gerry & Co.

We have not yet traced its development before 1850, but in that year Stetson, Walker & Mills are credited with the JAMES NESMITH. William Stetson was born in 1813, probably in Robbinston, Maine, and came to Thomaston in 1839, where he carried on business as a shipbuilder and merchant. Walker was probably Amos Walker, later with Dunn & Elliot; and Mills was Captain Harvey Mills, Samuel Watts' brother-in-law. In 1853 we find listed the ship JUVENTA, built by Stetson, Gerry & Co. Gerry was Seth S. Gerry, born at Robbinston, Me., about 1822; while the "& Co." was probably already Alpheus Sherman, a native of Washington, Me., born about 1823, who came to Thomaston in 1837. Sherman and Stetson possibly were brothers-in-law, both having married Whitcombs, although Eaton states that Mrs. Stetson came from Eastport and Mrs.Sherman from Yarmouth.

Amos Walker seems to have left the Dunn & Elliot partnership in 1879 and to have replaced Sherman in Stetson, Gerry & Co.; Sherman then went south to cut timber. Mr. George M. Patterson of Fairfield, Maine, writes: "In 1879 I worked in the Creighton shipyard for Walker, Stetson & Gerry and drove Amos Walker's horse snaking timber (dragging frame timbers to the platform where the men put the frames together). I believe Harvey Mills loaned these fellows money. Most of their schooners were sold when quite new."

During the '60's and '70's, the registers show the usual pattern of financing, Gerry, Stetson, and Sherman each owning a small individual interest, the firm often taking a smaller interest, the master having a sizeable share, and the rest being held by friends.

The following is a list (probably incomplete) of the firm's construction after 1850:

			old	gross
1850	JAMES NESMITH	Ship	990	
1853	JUVENTA	Ship	1187	
1854	RICHARD ROBINSON	Ship	1458	1652
1855	SAMUEL WATTS	Ship	1248	
1860	GEN. KNOX	Sch	218	
1864	CARRIE MELVIN	Sch	275	192
1865	CORSICA	Ship		1336
1866	KEYSTONE	Brig		430
1866	WILLIAM SLATER	Sch		221
1868	VENTUS	Ship		1242
1869	AGNES I.GRACE	Bktn		460
1870	F.J.McLELLAN	Bark		634
1873	ELLA M. WATTS	3m.Sch		465
1874	LEVANTER	Bktn		643
1874	GRACE ANDREWS	3m.Sch		568
1874	ETTA A.STIMPSON	3m.Sch		314
1880	MARY SPRAGUE	3m.Sch		649
1881	LEVI S. ANDREWS	Bktn		669
1882	JENNIE LOCKWOOD	3m.Sch		433
1882	MARY A. KILLEN	3m.Sch		424
1882	HELEN L. MARTIN	3m.Sch		423
1883	EMILY J. WATTS	3m.Sch		462
1884	JAMES B. JORDAN	3m.Sch		722

As already observed in LOG CHIPS, Samuel Watts was managing owner of JAMES NESMITH and JUVENTA; Snow & Burgess of New York managed the RICHARD ROBINSON, CORSICA, and VENTUS.

Capt.Joseph A.Havener of Boston was first master of the CORSICA. Capt.Ambrose F.Vesper had the VENTUS and later the LEVANTER, George Smalley the WILLIAM SLATER and AGNES I.GRACE, Dennis R. Andrews the GRACE ANDREWS, and James B.McLellan the F.J.McLELLAN.

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WASHBURN STORE NOT AT THOMASTON

We have received word that our account of the Washburns, on p.61 of May LOG CHIPS, was incorrect in stating that Washburn Brothers operated a store at Thomaston. It was actually at Port Clyde.

BOOK REVIEWS

THE MARINERS' MUSEUM, "American Merchant Sailing Vessels of the Nineteenth Century," Museum Publication No.22, 25 pp. Newport News, the museum, 1951.

This catalog of an exhibition of portraits and models was compiled by the museum's curator of prints, Harold S.Sniffen. It lists chronologically 61 portraits and gives reproductions of 5. In each case the builders and owners, dimensions and tonnage and fate of each vessel are given. Eight models, two of which are illustrated, and 14 chinaware portraits, three of which are illustrated, are also cataloged.

A great deal of painstaking research has obviously gone into the compilation of this publication, and The Mariners' Museum is to be congratulated on its production.

*****

TOMLINSON, H.M., "Malay Waters," 199 pp. front. London, Hodder & Stoughton, 1950. Price 12s 6d.

The subtitle of this work is "The story of little ships coasting out of Singapore and Penang in peace and war." It is a partial history of the vessels of the Straits Steamship Company of Singapore in World War II. The fleet numbered 37 vessels in 1939, of which 7 survived the war; the Liverpool records were blitzed, and the Singapore records destroyed by the Japs; so that the book is not a complete history, and manages only to deal with a few case histories.

These are enough, however, to give the feeling of frustration that the men in these little ships felt in trying to stem the Japanese advance into Malaya. Mr.Tomlinson has personal experience with East Indian waters, as recorded in "Tide Marks" (1924), and his narrative style is as iridescent as ever.

*****

HALCROW, Capt.A., "The Sail Fishermen of Shetland and Their Norse and Dutch Forerunners," xv, 187 pp.; 39 ill; index. T.& J.Manson, Lerwick, 1950. Price 15s.

Captain Lerwick, who will be remembered as a contributor to pre-war "Sea Breezes," was a native Shetlander who shipped in cod and herring fishers, coasters, and whalers before going into deepwater vessels. For 20 years he was with Elder, Dempster on the west coast of Africa, retiring in 1930 to spend the last 10 years of his life in his native Islands. This posthumous book, based on the author's youthful experiences combined with years of research, tells the story of the sea fisheries of the Shetlands from Viking times until the rise of steam.

He tells of the Dutch herring fleets, which fished Shetland waters from 1230 to the 19th Century. A subsidized British buss fishery was attempted in competition, but it failed to prosper. The native Shetland boat, the sixearn -- open, around 32 feet long, and built in Norway or of Norwegian timber -- lasted until the 20th Century, finally being replaced in the cod fishery by sloops and schooners and in the herring fishery by smacks and luggers. After 1800 the cod banks of Rockall, Faroe, and Iceland were developed, and in describing this fishery Captain Halcrow has his own experience to draw on, so that this is probably the best part of his narrative.

A great deal of sea lore seems to be making its way into print for the first time in this book. For example, we learn that live cod (which were carried in well-smacks to English markets, to be turned into fish & chips) actually gained weight in the wells without being fed, apparently from eating the plankton in the water circulating among them. The sixearn skippers, sailing without compasses, found their way in fogs by observing the "moder-dye"(the mother wave), the long Atlantic swell which is imperceptible in deep water but is visible on soundings to a trained observer.

Captain Halcrow had an easily read style, but nevertheless managed to document his text in professional shape. The illustrations show all the Shetland types, and particularly their relationship to the Norwegian vessels of Viking times.

*****

KNUTSON, Torgny, "Hvorledes man selv bygger Robåter og små Seilbåter," 139 pp; 10 plans. Cammermeyers Boghandel, Oslo, 1948. Price 14.40 N.Kroner.

"How to build rowboats and small sailboats" is a little book on the methods of construction of modern Norwegian pleasure boats. These include such modern types as the Snipe, as well as clinker-built double-enders not far removed from the Viking ships.

*****

GJESSING, Gutorm, "The Viking Ship Finds," 35 pp., 16 plates. J.Petlitz Boktrykkeri, Oslo, 1949. Price 1.00 Norwegian Krone.

On the subject of Viking ships, here is an authoritative booklet in English describing the three found near the Oslofjord and now preserved at the museum at Bygdøy. The illustrations show both the ships and some of the objects that survived the early grave-looters to be found with them.

SAILING SHIP NEWS

AMERIGO VESPUCCI, Ital.aux.naval tr.ship, 1 July left Leghorn for US via Canaries and Bermuda; 21 Aug.arr.Annapolis, Md.; 24th sailed for home via New York and Boston.

EAGLE, USCG aux.tr.bark. Was at Las Palmas in August with AMERIGO VESPUCCI.

MADALAN, Port.aux.bgn. 24 July arr Providence R.I., 16 d.from St.Vincent CVI, 30 pass.and freight.

TOVARISCH (or TOVARISHCH), Russ.aux.tr. bark (ex GORCH FOCK). 25 July arr Plymouth, bound Leningrad-Odessa; proceeded same day; 7 Aug.passed Gibraltar; 22 Aug.arr. Istanbul.

VIKING, Swed.4m.bk., 29 May left Rotterdam in tow; 2 June arr.Göteborg.

W.J.COLLE, 3m.sch (built 1922). Hull is now at Tampa, Florida.

(With thanks to R.H.I.Goddard, Jr.; J. Moer; and John Burlinson.)

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ANON. "Remember the rotorship?" Ships' Bull., v.31, no.4, July/Aug 1951. The BADEN-BADEN (LC v.2, p.69) foundered off Cartagena, Col., 9 Nov.1931, bound from Riohacha, Col., to Mexico with salt.

BARKER, Roland. "Last of a vanished fleet- a slow Pacific passage in the TUSITALA" Yachting, pp.33-35, 72-74, ill. Oct.1951

BROWN, A.C.,"A contemporary half-model of the AMERICA." Yachting, p.61, Aug.1951. Ill. A new acquisition of the Mariners' Museum; the yacht AMERICA of 1851.

BURGESS, Robert H., "The four-master ALBERT F.PAUL." Ches.Skipper, pp.14, 33-34, Jan.1950. Ill.

KOIVISTOINEN, Eino, "Finnarnes valfangst på Ohotska Sjön för hundre år sedan." Finlands Sjöfart, pp.57-59, February 1951. Finnish whaling in the Okhotsk Sea a century ago.

U.S.DEPARTMENT OF THE ARMY, "Operation of small boats and harbor craft." 123 pp. Govt.Ptg.Off., Washington, 1950. In spite of unification and the creation of MSTS, the Army is still in the seafaring profession. This is TM 55-370; 30¢

*****

ERRATA TO WEST COAST 3m.SCH LIST

Winston Langdon, who combines personal knowledge of West Coast shipping with a keen instinct for searching, points out two errors on p.57 of this volume. MAGGIE (1881) should be MAGGIE C.RUSS, and LOTTIE CARSON, 286 tons, Port Blakely, 1881, by Hall Bros., was omitted.

SCHOONER NOTES

Captain Harold G.Foss of Boston has sent us some more items on New England schooners. Regarding the end of the EDWARD L.SWAN (LC v.1, p.127), he writes: "She fell over in the Perth Amboy Dry Dock in 1936. We sold her hull for a breakwater at Riker's I. We did not believe that it would pay us to repair the vessel after the accident. We stripped her and moved aboard the EDNA HOYT anything that might be useful for that vessel. The rest we sold. I was surprised at the good price we received for her masts. By this time she has without doubt disintegrated.

"Two of the best three-stickers never delivered a cargo. The MARY E.LERMOND (LC v.2, pp.44, 61), named for Captain Lermond's wife, sailed from Thomaston to Fernandina, Florida, where she loaded a cargo of southern pine for Puerto Rico. Soon after leaving Fernandina, she encountered a hurricane, became waterlogged, and the crew were rescued after being on the wreck for some time. Capt.Soroul, an old deep-water man, was master of her; I believe it was the first schooner that he ever sailed in.

"The ALICE M.DAVENPORT (LC v.2, p.44) sailed from Bath for Nova Scotia, where she loaded plaster rock for New York. Two days after leaving, she was sailing along the Maine coast, and struck on Seal Rock and became a total loss. Capt.McKown of Boothbay Harbor, Maine, was the master, and Seal Rock was not many miles from his home.

"The five-master WASHINGTON B.THOMAS (LC v.1, p.93; v.2, p.61) only delivered one cargo of coal. She was lost when she was 60 days old, bound home to Portland, Me., with her second cargo of coal. Capt.Lermond was her master, and Mrs.Lermond was drowned in the cabin."

Mr. Forman T.Bailey of Asbury Park, N.J., has sent us some data on the fate of the 4m.schooner ASBURY FOUNTAIN (ex CHARLES L. DAVENPORT; LC v.1, p.119). Mr.Bailey's father was managing owner of the CALVIN B. ORCUTT, CHARLES G. ENDICOTT, and MALCOLM BAXTER JR., and owned in 14 or 15 others, including the GEORGE BAILEY, which was named for him. Mr. Bailey writes:

"The ASBURY FOUNTAIN was owned by Capt. Stephen Thompson of Matawan, N.J. He also owned the FREDERIC A.DUGGAN and the MARGARET (ex FRANCES C.TUNNELL). The FOUNTAIN was run into off Winter Quarter about 1912 by one of the Old Dominion Line steamers; as I recall, it was the JEFFERSON. (contd.p.96)

MATTHEW TURNER AND THE SHIPS HE BUILT

Over ten years ago we wrote a biography of Captain Turner for "Fair Winds," which, along with other sketches from that short-lived journal, was reprinted in a little volume called "Cornell's Sea Packet 1942." We will therefore here only recall that Matthew Turner was born at Geneva, Ohio, in 1825; came to San Francisco in 1850 and after a fling at placer mining went to sea as owner and master of the schooners TORONTO and LOUIS PERRY and brigs TIMANDRA, NAUTILUS, and PERCY EDWARDS; was so encouraged by the success of the NAUTILUS, which he had designed himself, that he went into the shipbuilding business himself, first at San Francisco and later at Benicia; and died in 1909 after building 228 vessels.

The unpublished Henry Hall notebook, however, which is now in the Penobscot Marine Museum at Searsport, has some new material on Turner, which we quote:

"San Francisco, Nov.9. Matthew Turner is a popular builder here, and in fact is about the only active builder, besides the Dickies. He was born, or at least, lived at Geneva, Ashtabula County, Ohio. In the winters, his father would build a boat of some kind. In the summers, father and son would go out on the lake. The young man thus gained an insight into ship building.

"He came here 15 or 20 years ago. He was not satisfied with the models then followed on this coast. In 1868, he made a model of a brig, the NAUTILUS, 173 tons register, and had the vessel built for him up North somewhere in Humboldt Bay. The old models were full and short forward. He reversed the plan, and made them long and sharp forward, lean and full on the water line aft. His model was laughed at. They told him his brig would pitch and dive into the water and be always wet. But it did not turn out so. She was a good vessel, very fast and successful, and is alive yet. She is 104' on the W.L., 24'9" beam; 10' hold; and carries 260 tons.

"Mr. Turner built all his vessels on this general principle of a long forebody and short after body. He began the business of building in the winter of 1870-71, and has been regularly at it, ever since. He has introduced many new ideas. In some of his boats and yachts, he employs masts which are in one piece from keel to truck. The lower masts and topmast are all in one. He also introduced the Bermudan sail, which Jerau once employed in Brooklyn, N. Y. It is the fore and aft sail without gaff, being a large triangular sail.

"Mr. Turner says that his experience in sailing on the Pacific ocean showed him the utility of that style of sail. In sudden squalls, the sail can be let go, and brought on deck with great ease, there being no terrible gaff to bring inboard and dispose of. Other builders have now adopted the 'Turner model' and the Bermudan sail, and spars of a single stick. The ST.PAUL, bark rigged, had fore and main masts 108 feet long, each in one stick... The steam brig DORA was rigged with masts, each a single stick."

It seems safe to assume that Turner had been familiar with the "Monthly Nautical Magazine," published in the late '50's by the shipbuilders, Griffiths and Bates, as the principles adopted in Turner's brig NAUTILUS are those long advocated by them; and Gerau's rig was also described in their pages.

Turner's total output of 228 vessels, although many were rather small, has probably never been equalled by any other individual shipbuilder in North America; in fact, he probably built more vessels for foreign account than any other American since the Revolution. A large part of his production was for owners in the South Sea Islands, where he had extensive trading interests.

So pronounced was his influence on the design of the South Sea schooner that as recently as 1941 a two-masted schooner, built at Tahiti and sailed under the Free French flag to San Francisco, was named BENICIA by her native builder, who had learned his trade in Turner's yard.

Another class of vessel in which Turner specialized was the Bering Sea pelagic sealing schooner, and he turned out a large number of them until U.S.law banned sealing under the American flag.

Karl Kortum of the San Francisco Maritime Museum recently sent us a copy of a complete list of Turner's products, as preserved in the files of Bowes & Andrews. Hall's notebook has a more detailed list up to August 1881, and this, added to material in the Annual Reports of the San Francisco Chamber of Commerce from 1885 to 1903; to information gleaned from "Merchant Vessels of the U.S.;" and to details furnished by John Nolen of The National Archives and Dr.Jürgen Meyer of Kiel, led to compilation of the following list:

No.	Name	YEAR Type	Gross Tons
		1868	
	NAUTILUS	Half Brig	173
		1871	
1	ISLAND BELLE	Sch	41
		1872	
2	STELLA	Sch (foreign)	49
3	MARION	Sch (foreign)	48
4	MARY	Sch (foreign)	49
5	ATALANTA	Sch (foreign)	49
		1874	
6	FRANCAISE	Sch (foreign)	49
		1875	
7	SIBERIA	Steam Half Brig (forn.)	126
8	AIATA	Tahitian sch.	55
9	MARIE	Sch (foreign)	30
10	MABEL SCOTT	Sch	76
11	NAMALOLE	Sch	59
12	THEO H. ALLEN	Pilot sch	48
13	COLORADO	Sloop	20
		1876	
14	DAGMAR	Sch (foreign)	59
15	EUDORA	Sch	73
16	BELLA	Sch	34
17	SALVATIERRA	Mexican sch.	64
18	PEARL	Schooner yacht	28
19	NAGAY	Sch	20
20	UNGA	Sch	24
21	CONSUELO	Schooner yacht	25
		1877	
22	ALEXANDER	Sch	52
23	HALEAKALA	Sch (foreign)	55
24	MATTHEW TURNER	Sch	75
		1878	
25	VLADIMIR	Sch	71
26	LEON	Sch	68
27	ROSARIO	Sch	148
28	MARGUERITA	Scow sloop	21
29	ESTER COBOS	Sch	58
30	ST. GEORGE	Sch	100
31	FLORA	Sch (foreign?)	35
32	RESCUE	Pilot sch	70
33	LILLIAN	Tahitian sch	70
		1879	
34	MANGAREVIENNE	Mexican sch	70
35	ONALASKA	Sch	54
36	CLAUS SPRECKELS	3m. schooner	246
37	DOLLY	Sch	42
38	CHISPA	Schooner yacht	31
		1880	
39	NELLIE	Sloop	15
40	JOHN D. SPRECKELS	Half brig	266
41	DORA	Steam half brig	198
42	PUNAU	Sch (foreign)	42
43	CONSUELO	Half brig	293
44	ELLA	Sch (foreign?)	43
45	W.H.DIMOND	Barkentine	390
46	NELLIE	Schooner yacht	32
47	LOTOS	Sch	42
48	ANNA	2m.Sch	239
49	CZAR	2m.Sch	144
50	OTTER	2m.Sch	74
51	WILLIAM G. IRWIN	Half brig	348
52	NUHIVA	French schooner	45
53	TARAVAO	Sch (foreign)	45
54	KODIAK	2m.Sch	102
55	TAHITI	Half brig	290
56	CITY OF SAN DIEGO	2m.Sch	48
57	POOR BEGGAR	Scow	---
		1882	
58	EMMA CLAUDINA	3m.Sch	195
59	J. C. FORD	3m.Sch	242
60	JOSEPHINE	2m.Sch	64
61	GARCIA	2m.Sch	116
62	CANUTE	2m.Sch	118
63	EVA	Sch (foreign?)	---
64	MARION	2m.Sch	235
65	LURLINE	Schooner yacht	49
66	GEORGE H. ROSS	2m.Sch	30
67	VESTA	3m.Sch	285
		1883	
68	SELINA	Half brig	349
		1882	
69	THERESA	Sch (foreign)	70
70	COMETA	2m.Sch	84
		1883	
71	ALERT	Steam tug	71
72	SEA WITCH	Steam tug	74
73	TUAMOTO	Sch (foreign)	---
74	PAPEETE	Sch (foreign)	---
75	MOMOTAMBO	Sch (foreign)	---
76	AHOME	Sch (foreign)	---
77	NO NAME	Tahitian schooner	50
78	AMETHYST	2m.Sch	74
79	COURTNEY FORD	Half brig	401
80	NASSAU	2m.Sch	37
81	HAWAIIANI	Sch (foreign)	---
		1884	
82	KARLUK	Steam half brig	294
83	HENRIETTA	2m.Sch	46
84	RESOLUTE	St.Wheel steamer	302
85	CELIA	Steam sch (3m.)	173
86	JENNIE GRIFFIN	2m.Sch	17
87	JENNIE & EDNA	2m.Sch	64
88	LIZZIE MERRILL	2m.Sch	54
89	PORFIRIO DIAZ	Sch (foreign)	---
		1885	
90	ALERT	Steam tug	75
91	JAMES A.HAMILTON	2m.Sch	77
92	AZTECA	Sch (foreign)	---
93	AUDINA	Sloop	33
94	EMMA	2m.Sch	44
95	ISLANDER	Steamer (foreign)	---
96	J. I. DOWSETT	Hawaiian steamer	---
97	LIZZIE MERRILL	2m.Sch	62

"foreign" in parentheses denotes vessels we could not locate in "Merchant Vessels of the United States"

1885 (contd.)

98	SOLANO	Scow sch.	66
99	GRACIE B.RICHARDSON	2m.Sch	62
100	NAVIGATOR	2m.Sch	44
101	JOHN ROGERS	Steamer (foreign?)	--

1886

102	FRANK LAWRENCE	Scow sch	57
103	DOMATILLA	Sch (foreign)	--

1885

104	M.ROMERO RUBIO	Steamer (foreign)	

1886 net 50

105	SAN JOSE	2m.sch	54
106	RELIANCE	2m.sch	64
107	PEARL	2m.sch	87
108	MOE WAHINE	Hawaiian schooner	147
109	MATEATA	2m.sch (foreign)	53
110	LAVINA	2m.sch (foreign)	71

1887

111	BERWICK	2m.sch	100
112	CHETCO	2m.sch	106
113	DEL NORTE	2m.sch	100
114	LURLINE	Half brig	358
115	THISTLE	Steam sch	65
116	ANTELOPE	2m.sch	133
117	EUREKA	2m.sch	123
118	ELSIE IVERSEN	2m.sch	122
119	NEWARK	2m.sch	120
120	MONTEREY	2m.sch	126

1888

121	SEVEN SISTERS	2m.sch	129
122	CONFIANZA	2m.sch	88
123	BERTHA	Steam half brig	388
124	ALICE	Stern wheel steamer	--
125	JENNIE	2m.sch	70
126	EQUATOR	2m.sch	72
127	PORTIA	2m.sch	66
128	AMERICA	Pilot sch	78
129	CATALINA	Sloop yacht	--
130	LINDA	Sloop yacht	--

1889

131	ARTHUR I	2m.sch	129
132	HELENA	Sch (foreign?)	--
133	?	Stern wheel steamer	--
134	LYDIA	2m.sch	39
135	ALEUT	2m.sch	58
136	ARCTIC	Steamer (stern whl.)	--
137	PINOLE	2m.sch	81
138	RELIANCE	Steam tug	94

1890

139	JESSIE	Schooner yacht	73
140	ST. PAUL	2m.sch	48
141	OLGA	2m.sch	48
142	HERMAN	2m.sch	105
143	HUNTER*	2m.sch	63
144	NORTHERN	Steamer	--
145	PACIFIC	Steamer	63
146	ARCHIE & FONTIE	2m.sch	64
147	MIKRONESIA	German sch	35
148	EMMA	2m.sch	25

*built in 1892

1890 (contd.)

149	PITCAIRN	2m.sch	121
150	RAMONA	Schooner yacht	34
151	ALSTER	German sch	80
152	ROBERT W.LOGAN	2m.sch	30

1891

153	GALILEE	Half brig	354
154	BENICIA	Scow sch	32
155	TAHITIENNE	Sch (foreign)	50 net
156	HENRY	2m.sch	82
157	TEAVAROA	Sch (foreign)	110
158	OMUNAKA	Sch (foreign)	50 net
159	PAPEETE	Sch (foreign)	127

1892

160	RACHEL	2m.sch	84
161	HIAWATHA	Steam tug	19
162	EVERETT HAYS	2m.sch	39
163	SHASTA	2m.sch (scow)	95
164	ALPINE	Scow sch	95
165	GENEVA	Half brig	495
166	JOSEPH & HENRY	2m.sch	95

1893

167	JEANETTE	Steam half brig	298
168	SANTA CRUZ	2m.sch	45
169	TULENKUN	2m.sch	49
170	TOLNA	Schooner yacht	82

1894

171	IDA A.	2m.sch	28
172	?	?	?
173	BENAK	German schooner	53
174	ANITA	2m.sch	88

1895

175	ETTA B.	2m.sch	25
176	BEAVER	Stern wheel steamer	37
177	ALICE	Steamer	--
178	FOUR SISTERS	2m.sch	38
179	KODIAK	2m.sch	146

1896

180	FIVE BROTHERS	2m.sch	81
181	GERALD C.	2m.sch	31
182	BARANOFF	2m.sch	64
183	MAKSOUTOFF	2m.sch	64
184	BELLA	Stern wheel steamer	370

1900

185	NOME	Schooner-rigged lighter	231
186	YORK	Schooner-rigged lighter	231

1896

187	DUXBURY	2m.sch	37
188	MERCUR	German 2m.sch	52

1897

189	LA CHILENA	Naphtha aux.sch	14
190	NEPTUN	German sch	140

1898

191	LEAH	Stern wheel steamer	477
192	HERCULES	German gas.aux.sch	150
193	CLARA	Sch (foreign)	81 net
194	MARY SACHS	2m.sch	35
195	ALICE RIX	St.Whl.SS (foreign?)	--
196	FRIJTO	St.Whl.SS (foreign?)	--
197	BESSIE H.	St.Whl.SS (foreign?)	--
198	MONARCH	Barge	153

1898 (contd.)

199	W.P.FULLER	Twin screw gas sch	49
200	QUEEN OF THE ISLES	Sch (foreign)-	
201	MALOLO	Sch (foreign)	---
202	MASCOTTE	Sch (foreign)	---
203	MARSHALLEON	Sch (foreign)	---
		1899	
204	CAROLINE	Sloop	14
205	BENICIA	Bktn	674
206	TAMARII TAHITI	(foreign) Sch	145
207	ALBA	Sch (foreign)	---
208	SURPRISE	Sch (foreign)	---
209	EBON	Sch (foreign)	---
210	LA CROIX DU SUD	Sch (foreign)	---
		1900	
211	ECLIPSE	Gas.Aux.Sch	211
212	ROSAMOND	4m.schooner	1030
213	NUUHIVA	Sch (foreign)	----
214	?	Barge	---
215	?	Barge	---
216	ARIEL	4m.schooner	726
217	AEOLUS	German gas.aux.sch	150
218	PATHFINDER	Pilot schooner	86
		1901	
219	SOLANO	4m.schooner	728
220	MAURICE	Sch (foreign)	---
221	AMARANTH	4m.bktn	1109.
		1902	
222	AMAZON	4m.bktn	1167
223	GAZELLE	Gas sch (foreign)	----
-	Three barges	120 x 37 x 9	---
-	Donkey lighter		---
224	M. TURNER	4m.schooner	816
225	EIMEO	French aux.sch	175
226	TARANG	2m.schooner	83
		1903	
227	TRITON	Gas sch (foreign)	---
228	SIAFIAFI	Sch (foreign)	38

Building lists of this kind frequently present puzzles, and the above is no exception. To begin with, unless our notes have misled us, Hall's list does not include the ONALASKA (35), and he refers to OTTER as 49 instead of 50. The NAUTILUS of 1868 was built in the Eureka shipyard of E.& H.Cousins, as we reported in vol.1, p.25.

ISLAND BELLE (1) was built at San Francisco, according to her register; but the four 1872 schooners present a real problem. As we reported on p.87 of vol. 1, good authorities credit these and two others as having been built at Eureka by H.D.Bendixsen. At this distance we can only conjecture that Turner, through his Tahitian trading interests, obtained orders for half a dozen schooners, and then made a deal whereby he built four of them in a portion of Bendixsen's yard, while Bendixsen built the other two.

In 1883, some time between the building of 72 and 78, Turner moved his yard from San Francisco, where all his vessels from SIBERIA (7) on had been built, to Benicia. The S.F.Chamber of Commerce lists say RAMONA (150) was built at Tiburon, but other sources do not bear this out.

BELLA (184) and LEAH (191) were Yukon River steamers; they are officially listed as built at St.Michael, Alaska, but were probably shipped knocked-down from Benicia.

The names YORK and NOME probably really belong with numbers 214 and 215; it is difficult otherwise to explain how they appear two years early in the sequence, and it is possible that 185 and 186 were the barges BEAR and FOX, each of 539 tons, which are listed as built at San Francisco in 1898 and owned in St.Michael.

Still further mystery surrounds several vessels, listed either in the S.F.Chamber of Commerce reports or in "Lloyd's Register of American Yachts" as having been built by Turner, but not contained in the numbered list. Here they are:

1891	ROYAL	Steam tug	59
1891	TRUANT	Sloop yacht	--
1893	NAIAD	Yawl yacht	37'6"
1895	GERTRUDE	Sloop	net 6
1898	SAN JOSE	St.Whl.SS	192
1898	TAKU	Steamer	54
1900	GADDER	Sloop yacht	30'
1901	NEWTOWN	St.Whl.SS	77

Probably the yachts were built without formal contracts (the GADDER was Turner's own boat) and hence do not appear in the building list; but the omission of a vessel the size of SAN JOSE is a puzzle indeed.

We will close this brief account of Turner's vessels by quoting a letter received by Mrs.Turner at the time of her husband's death:

"My Dear Madam:

"I took the liberty of sending some carnations to the funeral obsequies of your husband, and as the name on the card accompanying them would probably mean nothing to you, write this to say that I was Superintendent at the Mill in Mendocino, and it was at my request that Captain Turner made the heroic effort at the risk of his own life to save the lives of those on the WALTER CLAXTON when she capsized in a gale in the Spring of 1853 off the Mendocino coast.

"It was the act of a man of dauntless courage, high ideals, and generous impulse which wherever found, stamps their possessor as a nobleman,

and an honor to the race.

"I fully expected to be present at the funeral, but the storm made it imprudent at my age to go out.

"With my sincere sympathy, I am,

"Very respectfully yours,

"E.C. Williams."

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SAILING RECORDS OF TURNER SHIPS

From records in the possession of Bowes & Andrews come the following epitomes of fast passages by Turner-built vessels:

EMMA CLAUDINA, San Francisco to Hawaiian Is. 8 d 8 hr; Hilo to S.F.9d.20 hr., 1884.

BENICIA, bktn, Newcastle NSW to Kehei, T.H., 35 days.

SOLANO, 4m.sch, Shanghai to Port Townsend, 22½ days, April 1902.

AMARANTH, 4m.bktn. Shanghai to Astoria 23 d. Four trips from Puget Sound to Taku or Shanghai under Capt.E.C.Bowes in 100, 110, 118, 123 days from leaving Puget Snd. until returning to Puget Sound.

GALILEE, Tahiti to S.F. 22½ days, 1891; 21 consecutive trips averaged 28½ days.

NAUTILUS, Tahiti to S.F. 20 d.

PAPEETE, S.F. to Tahiti 17 days.

WILLIAM G.IRWIN, S.F.to Kahului 8 days 17 hrs, 1881; Honolulu to S.F., 9 days.

JOHN D.SPRECKELS, Round trip, S.F. to Kahului, 28 days including loading and discharging. Honolulu to S.F. 9d 20h, 1891.

GENEVA, Launceston, Tasmania, to Newcastle NSW, 2 days.

ANNA, Honolulu to S.F., 10 days, 1886; round trip down and back in 31 days; 8 round trips S.F.to Kahului in 357 days.

W.H.DIMOND, Honolulu-S.F. 9 days 10 hr.

LURLINE, sch.yacht, won three of the first four San Pedro-Honolulu yacht races.

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SCHOONER NOTES (Contd.from p.91)

The schooner was badly damaged and was eventually towed up the Delaware to a point below Philadelphia. I don't think she was repaired."

In confirmation of Mr.Bailey, the last documents of the ASBURY FOUNTAIN record her as laid up from 25 May 1911 until the summer of 1914, when her registry was abandoned.

*****

MORE ON LARGE CATBOATS AND SLOOPS

Further investigation of the giant sloop ROSS L.COE (LC v.1, p.139) indicates that she was actually a lighter, probably rigged with a single derrick mast, and hence classified as a sloop by a literal-minded surveyor.

She was, however, referred to as a "lighter" on the occasion of her arrival at Boston from Kennebunkport, and there is nothing in her documentation to indicate that she was used other than in Boston Harbor. She became an unrigged barge in 1904, and was scrapped in World War I.

Another candidate for the largest catboat sweepstakes is the NICKERSON, built at Osterville in 1901 for Nickerson Bros. of Chatham for commercial fishing. She measured 45.9 x 15.5 x 5.7 feet, was 48 ft. overall, and cost $3500. Other large cats were described on pp.12 and 56 of vol. 1 of LOG CHIPS. The NICKERSON, with a gross tonnage of 14, was smaller in tonnage than the CLEOPATRA but 10 ft.longer; however, unlike the CLEOPATRA, she had an auxiliary engine.

*****

MERCHANT MARINE MAY GET FLAG

Rep.Murphy of New York has introduced a bill to provide a distinguishing flag for U.S.merchant vessels, which, like the present Coast Guard flag, would be flown in addition to the national flag. It would be similar to the existing yacht ensign.

*****

EUROPEAN LOG (Continued from p.87)

ship was the burial place of a queen; it was excavated in 1904.

All three graves had been looted -- probably at the beginning of the Christian era, when awe of the Norse gods no longer protected the Viking burials -- so that the gold and silver items were mostly not recovered, but the iron, bronze, and wooden objects have yielded a great deal of information on the culture of Viking times.

The ships themselves are marvelous works of naval architecture. The Oseberg ship, 70 x 16 ft., is the first one seen on entering the museum. The carved work on her stem and stern has now been completely restored, and she looks much neater than in her older photographs. She had 15 oars a side, and from the wear at the oar-holes and in her fastenings it is judged that she was about 50 years old when buried.

The Gokstad ship is about 76.4 x 17.2 ft., has 16 oars a side, and 16 strakes of plank on each side as compared to the 12 of the Oseberg ship; like her she could be sailed as well as rowed. A remarkable thing is that the bones of a peacock were found in the Gokstad ship. (To be continued)

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THE HALL BROTHERS OF PORT BLAKELY

In past LOG CHIPS we have given some accounts of the leading wooden shipbuilders of California (Bendixsen, Turner) and of Oregon (Simpson, Kruse & Banks). We come now to the foremost wooden shipwrights of the state of Washington, the firm of Hall Brothers.

The Halls, Isaac, Winslow G., and Henry Knox, were natives of Cohasset, Mass., a fishing village and summer resort on the southern shore of Boston Bay, guarded by Minot's Ledge. Here and at Medford, Mass., they learned shipbuilding and rose to be master carpenters. The record of their shipbuilding on the East Coast is not pertinent to this story, and will be treated later in LOG CHIPS

The Halls came to San Francisco during the Civil War period; it is recorded that Henry K.Hall was a leadingman at the Mare Island navy yard during this time. They were in business as shipwrights more or less independently, and among the vessels they built at San Francisco were:

1863	SARAH LOUISE	2m.Sch	78(o) "Hall"
1869	CALIFORNIA	"	119 Winslow H.
1869	STRANGER	"	124 Isaac H.

In 1873 Isaac Hall took a gang of men and went north to Puget Sound with a contract to build a two-masted schooner of 107 tons for San Francisco owners. Completed in the early part of 1873, the schooner was christened Z.B.HEYWOOD, and was owned by Ferdinand Gee ¼, Hendrik Winkelman ¼, S.H.Harmon 1/8, Z.B.Heywood 1/8, and John F.Lorenz (her master) ¼. She was lost 15 years later at the mouth of the Navarro River, California.

After delivering the Z.B.HEYWOOD, Isaac worked for a time as a journeyman shipwright on the barkentine S.M.STETSON, building at Port Madison, and then returned to San Francisco. Impressed with the advantages of building ships near the mills, where choice timbers could be procured much more cheaply than at San Francisco, Isaac persuaded his brother Winslow to enter into a partnership with him. It was arranged that Winslow would remain in San Francisco, where he would attend to the design work, seek contracts from prospective owners, and arrange for procuring the sails, cordage, fastenings, and other materials that could not yet be obtained in the Northwest. The first order from the new firm was placed by the same group that built the Z.B.HEYWOOD, and the resulting product, the schooner ANNIE GEE, was a well-known and efficient lumber carrier until her loss in 1897.

Following is the list of vessels built by Hall Brothers at Port Ludlow:

				(owners)
		1874		
ANNIE GEE	2m.Sch	154	Winkelman, etc.
ELLEN J.McKINNON	"	69		
TWILIGHT	"	184	Nissen Bros.
JESSIE NICKERSON	"	184	S.Bonifield
PIO BENITO	3m.T/S Sch	277	(lost 1875)
	1875		
ANNIE LYLE	2m.Sch	195	(lost 1875)
CASSIE HAYWARD	"	197	Hayward, etc.
IDA SCHNAUER	"	215	"
EMMA UTTER	3m.Sch	279	Utter, etc.
WILLIAM L.BEEBE	"	296	
LA GIRONDE	2m.Sch	204	J.B.C.Genereaux
AMERICAN GIRL	"	225	S.J.Benson
	1876		
COURSER	3m.Sch	357	H.A.Thompson
PREMIER	3m.Sch	307	Geo.Fritch
REPORTER	3m.Sch	350	W.G.Hall
QUICKSTEP	Bktn	423	W.G.Hall
	1877		
HUENEME	3m.Sch	364	W.G.Hall
WAILELE	2m.Sch	76	(Hawaiian)
WAIEHU	2m.Sch	60	(Hawaiian)
MARY E.FOSTER	2m.Sch	116	T.R.Foster
LIHOLIHO	2m.Sch	122	T.R.Foster
	1878		
CATHARINE SUDDEN	Bktn	386	Hall bros.
LUKA	2m.Sch	122	Allen & Robinson
	1879		
JAMES MAKEE	SS	244	T.R.Foster
(ex schooner IRIS)			
MALOLO	2m.Sch	133	Alexander & Co.
KAUIKEAOULI	2m.Sch	140	Allen & Robinson, Honolulu.

(continued next page)

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	1880		
JENNIE WALKER	2m.Sch	137	Wm.Greig
C. R. BISHOP	SS	281	T.R.Foster etc
LADY MINE	2m.Sch	58	S.F.pilots
AGGIE	Sch.yacht	54	
WRESTLER	Bktn	470	C.Schnauer

At the end of 1880, after completing the WRESTLER, the Halls moved their shipyard to Port Blakely. The old mill at Ludlow had been torn down about 1877, after the death of one of its owners, and although construction of a new mill was begun at once, a subsidy from other Puget Sound mill owners kept it from cutting, in order to keep from flooding the lumber market. The new Hall yard was located alongside the Port Blakely Mill, on Bainbridge Island across the Sound from Seattle, and it was provided with up-to-date shipyard machinery, patterned after that used at Bath, Maine.

Henry K.Hall joined the firm in 1875, and continued to manage the shipyard operations after the death of Isaac in 1879. Most of the Hall vessels were built for the coasting lumber trade, and the Halls very early began to retain interests in them. W.G.Hall owned 1/8 of the JESSIE NICKERSON of 1874, for example; and with the REPORTER we note his entrance into the list of managing owners. From this time on, a large portion of the Halls' construction was on their own account, they retaining the management and a small interest and financing the rest among a wide circle of business friends.

When times were slack in the coasting lumber trade, other types of construction were undertaken. Thus, the PIO BENITO was built for trading to Central America, and a long series of small schooners was turned out for Thomas R.Foster, Allen & Robinson, Wm.Greig, Alexander & Co., and other Hawaiian operators of schooners in the inter-island trade.

Two larger vessels, the JAMES MAKEE and C.R.BISHOP, were also built for the inter-island trade. These two, like several others later built at Port Blakely, were completed and documented as schooners, and were worked under sail to San Francisco with cargoes of lumber. Here they had engines and boilers installed and were then handed over to their owners, who sent them to the Islands under the Hawaiian flag. For this reason, therefore, the JAMES MAKEE appears in official records as the schooner IRIS, and the C.R.BISHOP likewise as the schooner KELPIE. These Hall-built steamers or steam schooners formed the backbone of the Inter-Island Steam Navigation Company when it was organized in the early 1880's.

These were the vessels built by the Halls at Port Blakely:

	1881		
MARIA E. SMITH	3m.Sch	365	James Tuft
LOTTIE CARSON	3m.Sch	295	Dolbeer & C.
ANNIE LARSEN	3m.Sch	376	James Tuft
	1882		
MAKAH	Bktn	699	S.C.Kentfield
JOHN SMITH	Bktn	588	Jn.Smith
ALCALDE	3m.Sch	321	P.Crack
HESPER	Bark	695	Hall Bros.
WILLIAM RENTON	3m.Sch	447	J.J.Smith
	1883		
DORA BLUHM	3m.Sch	330	W.G.Bluhm
PLANTER	SS	500	I.-I.S.N.Co.
(ex schooner CAMILLA, 427 tons)			
ROSALIND	3m.T/S.Sch	288	Le Ballister
CORONA	3m.Sch	394	Hall Bros.
	1884		
JAMES G. BLAINE	SS	590	I.-I.S.N.Co.
(renamed W.G.HALL)			
	1885		
RICHARD RUSH	SS	459	Rev.Cut.Serv
W.S.BOWNE	3m.Sch	421	A.H.Paul
	1886		
MIKAHALA	SS	353	I.-I.S.N.Co.
(ex schooner PLANTER)			
WAIALEALE	SS	303	I.-I.S N.Co.
(ex schooner KAUAI)			
COMET	3m.Sch	429	J.A.Hooper
S. N. CASTLE	Bktn	514	L.H.Hubbard
	1887		
LIZZIE VANCE	3m.Sch	442	John Vance
FRED E. SANDER	3m.Sch	463	Hall Bros.
F.S.REDFIELD	3m.Sch	469	Hall Bros.
ROBERT SUDDEN	Bktn	616	J.J.Smith
	1888		
J.M.COLMAN	3m.Sch	463	J.McKinnon
E.K.WOOD	4m.Sch	520	James Tuft
ROBERT SEARLES	4m.Sch	608	Hall Bros.
OCEANIA VANCE	3m.Sch	435	John Vance
	1889		
GOLDEN SHORE	4m.Sch	699	Hall Bros.
S.G.WILDER*(1887)	Bktn	600	A.H.Paul
ROBERT LEWERS	4m.Sch	732	R.Lewers
IRMGARD	Bktn	670	A.H.Paul
	1890		
WANDERER	Stm.Tug	212	
ALBERT	Bark	682	G.F.Smith
KING CYRUS	4m.Sch	717	James Tuft
CARRIER DOVE	4m.Sch	707	J.Jensen
SPOKANE	4m.Sch	639	P.S.Com.Co.

*built 1887; signal letters awarded 1889.

1891

METEOR	4m.Sch	600	J.A.Hooper
PROSPER	4m.Sch	605	H.Madison
J. H. TALBOT	4m.Sch	817	A.H.Paul
ALICE COOKE	4m.Sch	782	Alice Cooke Co.
ALOHA	4m.Sch	814	A.H.Paul

1892

BONITA	2m.Sch	78	S.F.pilots(#7)
WM. BOWDEN	4m.Sch	778	Hall Bros.
LYMAN D. FOSTER	"	777	Hall Bros.

1893

KELPIE	2m.Sch	11	yacht
C. S. HOLMES	4m.Sch	430	Hall Bros.

1894

KE AU HOU (ex schooner EYAS)	SS	192	I.-I.S.N.Co.

1895

NOKOMIS	4m.Sch	545	Hall Bros.
JOHN A. CAMPBELL	"	545	Hall Bros.
OKANOGAN	"	721	P.S.Com.Co.

1896

MAUNA LOA (ex schooner JAMES SPIERS, 903 tons)	SS	850	I.-I.S.N.Co.
INCA	5m.Sch	1014	Hall Bros.
NOEAU (ex schooner SCRAY)	SS	294	I.-I.S.N.Co.

1897

NOMAD	4m.Sch	565	Hall Bros.
ANNIE M. CAMPBELL	"	565	Hall Bros.
ENDEAVOR	"	565	Hall Bros.

1898

ERIC	4m.Sch	574	Hall Bros.
KILOHANA (ex schooner MAZAMA, 324 tons)	SS	247(net)	I.-I.S.N.Co.
MARY E. FOSTER	4m.Sch	950	J.A.Campbell

1899

WM. H. SMITH	4m.Sch	566	Hall Bros.
WINSLOW	4m.Sch	566	Hall Bros.
LOTTIE BENNETT	4m.Sch	566	Hall Bros.

1900

HELENE	4m.Sch	927	J.A.Campbell
BAINBRIDGE	4m.Sch	566	Pt.Bl.Mill Co.
LUDLOW	4m.Sch	762	J.A.Hooper
RUTH E.GODFREY	"	597	Hall Bros.

1901

JAMES TUFT	4m.Bktn	1274	Hall Bros.
BALBOA	4m.Sch	777	Hall Bros.
GAMBLE	4m.Sch	726	P.S.Com.Co.
ALPENA	4m.Sch	970	J.H.Baxter
SOPHIE CHRISTENSON	"	675	Sudden & Chr.

1902

CAMANO	4m.Sch	730	P.S.Com.Co.
H. K. HALL	5m.Sch	1237	Hall Bros.
BLAKELY	4m.Sch	751	Pt.Bl.Mill Co.
CAROLINE	4m.Sch	511	J.Knowland
MABEL GALE	4m.Sch	762	M.Gale Co.

1903

GEORGE E.BILLINGS	5m.Sch	1260	Hall Bros.

The above is the official launching list of Hall Brothers, which was published in the Seattle "Marine Digest" in June 1940. Henry Hall (no kin) in his report on shipbuilding for the 10th Census has some material on Hall Bros., and there is more in his notebook in the Searsport Marine Museum. We published a transcription of the notes on Hall Bros. in "American Neptune" for April 1945, and it gives a list of the Port Ludlow-built vessels that agrees with the other.

The American Bureau "Record" lists Hall Bros. as builders of the 484-ton Yukon sternwheeler SCHWATKA at Port Blakely in 1898, and there were two others built there at about the same time, the DALTON and WALSH, for which builders are not given. Further inquiry on these three stern-wheelers is indicated.

Four of the Port Blakely-built sailing vessels in the above list, the S.G.WILDER, S.N.CASTLE, IRMGARD, and ALBERT, were San Francisco-Honolulu packets. Of these, the IRMGARD has the best sailing record, with a time of 8 d.20 hr. from San Francisco to Honolulu in April 1903. Several of the four-masted schooners, notably the ROBERT LEWERS, ALICE COOKE, ALOHA, MARY E.FOSTER, and HELENE, were built to carry lumber from the Northwest to the Islands, under the ownership of Lewers & Cooke, Allen & Robinson, and others.

The Port Blakely Mill Co.(Renton, Holmes & Co.) managed the BAINBRIDGE and BLAKELY (Lloyd's Register credits the mill firm with building the latter), and the Puget Sound Commercial Co. managed the SPOKANE, OKANOGAN (a baldheader), GAMBLE, and CAMANO. Both firms, in addition, owned small interests in practically all the schooners built for the Halls' management. The appendixes to Chapelle's "History of American Sailing Ships" give the building contracts of JAMES TUFT and CAROLINE; and the plans of these two and of INCA are also in the book. Model Ship Ways of Fort Lee, N.J., list in their catalog the plans of HELENE and MARY E.FOSTER.

The four-master WM.H.SMITH should not be confused with the Bath-built full-rigger WILLIAM H.SMITH, which was later operated on the Pacific Coast as a five-masted schooner.

Winslow Hall died at San Francisco in 1898, and the office was then managed by George E.Billings. Billings was a native of Cazenovia, N.Y., who came to California in 1868 at the age of 18. He was first employed by a stationery and publishing firm, later opening his own business as Billings, Harbourne & Co. In 1877 he married Maria Hall, a niece of the shipbuilding Halls, and about

this time he joined the San Francisco office of Hall Bros.

After building the H.K.HALL in 1902, Henry K.Hall retired from active management of the yard, and his son, James Hall, took over. In 1903, with the GEORGE T. BILLINGS, building operations at Port Blakely ceased. The yard was moved to Eagle Harbor, an inlet just north of Port Blakely, to a place christened Winslow in memory of Winslow Hall, and was incorporated as the Hall Brothers Marine Railway & Shipbuilding Co., with James Hall as manager. Joining the Hall interests in organizing the new business were Pope & Talbot and the Port Blakely Mill Co., the idea being that the new yard would maintain the vessel fleets of the three founding groups. The American National Bank of San Francisco provided most of the capital required. In 1904, John L.Hubbard replaced James Hall as manager. We have compiled the following probably incomplete list of vessels built at Winslow by the new company:

1904	NORWOOD	Stn.Sch	760	
1905	CORNELL	Stn.Sch	837	
1906	DELHI	Passng.Stn.	986	
1907	SHNA-YAK	Stn.Sch	839	
1911	W.H.BANCROFT	St.Wh.SS	179	
1912	A.B.CARPENTER	SS	142	Fishing
1913	ARCTIC	Stn.Tug	197	
1914	ROBERT G.SEYMOUR	Gas mission boat	25	
1915	SNOHOMISH	bucket dredge	(275 disp.)	
1915	FERN	Stn.lighthouse tndr.	(237 ")	

In June 1916 the yard was acquired by Captain James Griffiths of Seattle, who operated the Coastwise Steamship & Barge Co. It was renamed the Winslow Marine Railway & S.B.Co., and Hubbard continued as manager. The first work for the new ownership was on the steamer ANYOX, a bulk ore carrier of 1287 tons, which was also fitted with towing gear to serve as a prime mover in the barge fleet. The ANYOX was launched in August 1917, and the yard participated in further World War I shipbuilding only by serving under lease to D.W.Hartzell, Inc., of Seattle, who had a contract to install engines in a number of wooden freighters being built for the Emergency Fleet Corporation.

James W.Hall built a few small craft at Eagle Harbor, apparently independently of the incorporated shipyard, in the years before World War I. Two of these were:

1907	NOOTKA	Aux.ketch yacht	17
1909	VIGILANT	U.S.Eng.gas launch	22

During World War I, James W. Hall served as general inspector of wooden shipbuilding in the Washington district for the Emergency Fleet Corporation; he died at Seattle in the late 1940's.

After World War I the Griffiths firm bought an incomplete wooden steamer hull which had been launched by Nelson & Kelez at Seattle, and had her completed at Winslow as the 2259-ton barge GRIFFSON. Other post-war work at the Winslow yard included:

1926	SUEJA III	Oil yacht	179
1927	QUILLAYUTE	Oil screw ferry	728
1928	CHAHUNTA	Diesel tug	101
1934	BROWN BEAR	Alaska Game Comm.	318
1935	TROJAN	Oil tug	63
1935	A.J.NO.3	Alaska-Juneau scow	271
1935	A.J.NO.4	" " "	271
1935	A.J.NO.4	" " "	271

All the vessels listed above were wooden, but in World War II the Winslow yard was converted to steel construction, turning out minesweepers for the U.S.Navy. The yard built four 215-footers, and then turned out two groups of 180-footers:

1942	PURSUIT	AM 108	215'
1942	REQUISITE	AM 109	215'
1942	REVENGE (ex RIGHT)	110	215'
1942	SAGE	AM 111	215'
1943	SALUTE	AM 294	180'
1943	SAUNTER	AM 295	180'
1943	SCOUT	AM 296	180'
1943	SCRIMMAGE	AM 297	180'
1943	SCUFFLE	AM 298	180'
1943	SENTRY	AM 299	180'
1943	SERENE	AM 300	180'
1943	SHELTER	AM 301	180'
1944	GARLAND	AM 238	180'
1944	GAYETY	AM 239	180'
1944	HAZARD	AM 240	180'
1944	HILARITY	AM 241	180'
1944	INAUGURAL	AM 242	180'

During World War II the yard was under the direction of J.J.Featherstone, general superintendent, and Edward A.Black, his assistant. After the war, Featherstone and Black organized their own firm, under the name of General Ship repair, and in 1947 they bought the Winslow yard. Since then it has been busy with repair and conversion jobs.

In 1903 the Hall fleet was turned over to George T.Billings to manage, although the vessels continued to fly the Hall house-flag: a white "H" on a blue and red burgee, divided vertically, blue in the hoist. The steam schooner SHNA-YAK was an addition to the fleet (continued on p.103)

LOG OF A FLYING TRIP TO EUROPE - II.

The Tune ship had 11 or 12 oars, and was about 65 ft. long. She had probably only 10 strakes of plank, with the 8th, the bilge strake, somewhat thicker than the others. She has a flatter bottom than the other two ships, her design evidently being intended to make her stiff under sail, in view of her low freeboard. Shown alongside the Tune ship are two of the three small boats found in the Gokstad ship-- beautiful ancestors of the whaleboat.

Nearer the water at Bygdøy is a great ship-house, built after the design of Norse ship-houses of the past, and inside is preserved the FRAM. Built by Colin Archer at Larvik in 1393, the FRAM was the first vessel ever designed to be deliberately frozen into polar pack-ice. She took Nansen on a drift north of Siberia nearly to the North Pole, and later carried Amundsen on his successful trip to the Antarctic that culminated in his attainment of the South Pole. By a national subscription, the FRAM was hauled high and dry here at Bygdøy and turned into a museum. Visitors may go aboard and all through the ship, whose housed topmasts reach to within a couple of feet of the high peaked roof.

The copper sheathing has been stripped off the FRAM's bottom, but otherwise she is in good shape, and should last for many years as a remarkable specimen of wooden naval architecture. Under the roof with her are displayed two pulling boats with Arctic background-- a sealing boat and a bottlenose whaleboat.

Close by, in a parody of the Framhus, is KON-TIKI; while in the yard of the Sjøfarts Museum nearby sit two more relics of recent heroic Norwegian small-boat voyages. In one, a ship's lifeboat, a group of seamen escaped from Port Lyautey to Gibraltar in the early days of the war; while in the other, a fishing boat, a party made their way to Britain during the German occupation.

Within the Museum, in a room devoted to polar vessels, are large rigged models of the FRAM, MAUD, GJØA, and Shackleton's ENDURANCE, along with Archer's original drawings of FRAM and the builder's model of GJØA. Builder's models of merchant craft include bark NENTONE, built at Porsgrund in 1878 by Gunnar Knudsen; bark HENRIK IBSEN, also by Knudsen; bark VENERATA, built Arendal, 1880; bark PASSAT, built Arendal 1878 by Tellef Larsen, ship LINDSAY, built Tønsberg 1863 by A. Dekke; VISION; and two more unnamed. There are numerous other items: rigged models, relics, figureheads, and paintings. A couple of the latter, from the first decades of the 19th Century, are interesting in having a scale of feet included under the portrait.

Displayed also are builders' plans of a ship built at Risør in 1879, and lines of a bark built by Jens Biandi there in 1857.

The Museum issues a regular series of yearbooks, many back issues of which, out of print elsewhere, are on sale at the Museum.

We went to Bergen via the night train, a coal-burner that goes through too many tunnels for comfort; soot is everywhere. Bergen has several memorials to its seafarers; in the town square a four-sided monument honors the Vikings, the Hanse traders, the 19th Century sailers and whalers, and the tankermen of World War II.

Now part of the new Bergen University, the Bergen Sjøfartsmuseum has one of the finest regional nautical displays that we have encountered anywhere. Paintings and models both of deepwatermen and of fishing craft are outstanding. There is an apparently contemporary model of a ROYAL GEORGE, with a lion figurehead, study of which might shed more light on the Boston ROYAL GEORGE.

One painting shows the barkentine SATURN of 1878, with four staysails instead of a mainsail; another shows the jakt SKULDMØEN of 51 tons, which in 1853 sailed from Bergen to Chicago under Capt. Rathje Wesenberg.

There are only 8 or 9 half-models on display, but many others are stored; the Museum lost 60 in a warehouse near the waterfront during the war, when a German ammunition ship was blown up.

Frk. Faegri, the present curator, showed us the library, which has a good collection of maritime works, including a run of the Norske Veritas registers. She also showed us the plan collection, which is the finest we have seen anywhere. Back in the days when Denmark ruled Norway, it appears, the plans of all new vessels had to be submitted to Copenhagen for approval before they could be licensed to carry a protective armament. The result was that the art of ship drafting was more highly developed in Bergen than in contemporary America or Britain, and consequently many beautiful plans of jagts, brigs, and snows from about 1780 on

(continued, p.103)

THE SCHOONER 'ALVENA.'

Few West Coast-built sailing vessels can show as much active service as the schooner ALVENA. Built of wood at Fairhaven, Calif. by Hans D.Bendixsen, she was launched on 21 Feb.1901 and was the last vessel built by Bendixsen before his retirement. We have already given a history of the Bendixsen yard in LOG CHIPS (v.1, p.87); ALVENA's owner was Joseph Knowland, a pioneer lumberman of San Francisco, who operated a mill on the Umpqua River at Gardiner, Ore., and owned a fleet of schooners.

The Knowland schooners were for the most part named for girls; who ALVENA's namesake was, we have not yet discovered, but she joined a fleet that included CAROLINE, IRENE, BEULAH, LOUISE, LILY, LUCY, and SADIE. ALVENA was built for the coasting lumber trade, but later went offshore, and during World War I carried lumber and general cargo to New Zealand, returning to San Francisco with copra from the Fiji Islands.

She was a handy-sized schooner, lifting about 975,000 ft. of Douglas fir on a gross tonnage of 772 and dimensions of 186.4 x 39.7 x 14.3. In 1915 she was transferred with the rest of the Knowland fleet to the Gardiner Mill Co., as the Knowland family began to take more interest in publishing than in shipping. They now own the Oakland "Tribune," an afternoon paper widely read in the East Bay-- Oakland, Alameda, and Berkeley. Joseph Knowland's son, Joseph Russell Knowland, served in Congress from 1904 to 1915, losing the Senate race in 1914; and his son, William Fife Knowland, was appointed to Hiram Johnson's seat in the Senate in August 1945, and was elected for the full term in 1946.

In 1920 the ALVENA took a cargo of redwood from Eureka to Adelaide, S.A., returning via Fiji with copra to San Francisco. In 1921 she was back in the coasting trade, running between Grays Harbor and San Pedro, with occasional charters to Honolulu. By the end of 1923 she was in the Honolulu trade exclusively, making three round trips in the 10 months between August 1924 and June 1925. She was then idle until November, when she was bought by Capt.A.C.Silvers of San Pedro, former master of the four-masted bark MUSCOOTA. He loaded her with 996,000 ft.of fir lumber, under charter to the Nettleton Lumber Co.at $20, and she left Grays Harbor for Miami on 8 Dec.

The passage to Panama took 90 days, the schooner arriving short of food and water, and she finally reached Miami on 2 April. 1926. Here she was sold, cargo and all, to Thomas M.C.Bram of Jacksonville. Bram had been mate of the barkentine HERBERT FULLER when the master and his wife were murdered, and did a term in Atlanta. He managed to find work for the ALVENA for the next 10 years; but in 1936 she ran into a lightship, and was sold for about $2500 to New York owners. Three years previously she had been ashore at Bermuda, but was refloated without much damage.

Mr.F.E.Bowker of Rutland, Vt., who was in a number of East Coast schooners in the years before World War II, wrote us the following concerning ALVENA:

"In 1937 I was in her during her last three voyages. Of all the vessels I have sailed in the ALVENA rates highest with me, being a regular clipper in any wind. She was old and very leaky, and her rigging was bad, but with a quartering wind I have often seen her log a steady 11 or 12 knots, deep loaded with coal.

"When they brought her to this coast, they shortened her topmasts, and gave up carrying her spanker topsail (ringtail). She had no spanker gaff. When I was in her she carried 1000 tons of coal, but had carried 1200 tons before, and the Captain told me her log showed she had once taken 1400. After she hit the lightship she was sold to members of the Blanchard Lumber Co.of Boston.

I was in her when she had to be left in Nova Scotia, being too badly strained to load lumber and get back to Boston."

After a year in the Canada-New York lumber trade, as described by Mr. Bowker, ALVENA was sold to Canadian owners in March 1938. In June 1939 she was reported resold to become a dime & dance ship at Moncton, N.B., and about this time she was renamed CAPE FORCHU for a headland off Yarmouth,N.S. A little later she was reported as a floating dancehall at Shediac, N.S., and Lloyd's Register lists her owners in 1939 as The Seaboard Shipping Co. and in 1940 as Mrs.E. C.Young, both of St.John.

ALVENA's last owner was Mr.Joseph Simon, of Halifax, N.S., who writes us:

"I purchased her prior to the outbreak of the second world war. I towed her to Halifax, and she was moored at Bedford Basin and used as a barge during the war storing valuable submarine telegraph cables. Shortly before the war ended, when she was not required any further for the job of storing cables, she was presented to the Canadian

Navy, who used her as a target ship.

"The last I heard of her, they had seven ships firing at her. Contrary to general belief that a few well-placed shots would see her disintegrate, she withstood all the shelling until her deck was awash. Then she had to be towed and beached and blasted to pieces afterwards.

"I still have the brass capstan head cover with the name of ALVENA, built by H.D. Bendixsen in 1900."

*****

LOG OF A FLYING TRIP (contd.from p.101) were preserved among the papers of several Bergen shipbuilders and eventually found their way to the Museum. Some of these men had worked in America in the '50's, and there are plans of the yacht AMERICA and of McKay's FLYING FISH in the collection.

Like the Oslo museum, the Bergen museum issues annual publications, and we came away with an armful.

We took the sooty train back to Oslo that night; then flew Oslo-Copenhagen-Hamburg-Frankfurt, and then by a Navy plane to Keflavik in Iceland, Westover in Massachusetts, and finally to Andrews Field, a couple of miles from home.

*****

HALL BROTHERS AND THEIR SHIPS (contd.) ... in 1907, and the JOHN SMITH was brought under the Billings management about this time. Other additions included Flint & Co.'s Bath-built schooner ALICE McDONALD about 1908 and the Bendixsen-built ALBERT MEYER in 1916.

In 1917 several of the schooners were transferred to Burns-Philp Co.of San Francisco, a subsidiary of the Sydney trading firm, and they ran between the Pacific islands and San Francisco, taking lumber, case oil, and canned goods down and returning with copra.

Henry K.Hall died in 1909 and George E. Billings in 1929, by which time all the remaining vessels of the fleet were laid up and for sale. The last of them became fishing barges (or gambling barges) off Southern California, though others, like the C.S.HOLMES, LOTTIE BENNETT, and W.H. SMITH, which had been sold previously, remained in commission as Arctic traders, Bering Sea codfishers, or in other occupations until World War II, and then performed useful service with the colors. The firm of George E.Billings & Co., insurance brokers and average adjusters, is still in business in San Francisco.

SAILING SHIP NEWS

C.A.THAYER, 3m.Sch. Did not fish 1951; in July was beached at spring tides at Paulsbo for bottom painting.

CHARLES R.WILSON, 3m.Sch. At Paulsbo in July 1951, still rigged.

ERNESTINA, Port.3m.sch. Rolled out her masts in a calm in an inter-island trip, so failed to make 1951 voyage to U.S.

FOZ DO DOURO, Port.m/v. March 1951 was laid up in Tagus.

MADALAN, Port.aux.bgn. 10 Nov.left Providence, R.I., for C.V.Is.; 48 pass.and genl.cargo. Has been sold to Dr.H.W. McCormick of New York for a world cruise. Built as ILLYRIA at Lussinpiccolo in 1928 for the Crane plumbing fixture family, she was renamed MALAINA in 1933 by Geo.Moffet, N.Y. In 1940 R.A.van Clief, Norfolk, Va., renamed her MADALAN. WSA took her over for the Coast Guard in 1943; she reverted to van Clief's estate in 1945, and was sold to John B.Pontes four years ago, going under the Portuguese flag in 1949. McCormick plans to use her as a 'floating university', and Count von Luckner is associated with the venture.

SAGRES, Port.tr.bark. March 1951 in commission at Lisbon.

SANTA CLARA, Cuban m/v (ex 3m.sch IRENE MYRTLE). 21 Dec.1950 foundered off La Ceiba.

WAWONA, 3m.sch. Recently in Lake Union, for sale.

(With thanks to Gordon Jones, Alan Villiers, Giles Tod, and Robert H.I.Goddard)

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STEPHANOVA, Miss A., "Bibliography on special winds." Met.Abs.Bibl., v.2, pp.586-629, 1951. 311 items, chronologically arranged, incl.some of maritime significance, such as "bora," "sirocco," etc.

B O O K R E V I E W S

VILLIERS, Alan, "The quest of the schooner ARGUS; a voyage to the Banks and Greenland," 348 pp; 59 ill; index. Charles Scribner's Sons, New York, 1951.

As all readers of LOG CHIPS are aware, Alan Villiers spent the 1950 fishing season with the Portuguese salt cod fleet, mostly in the four-master ARGUS, and here is the story of his adventures. The ARGUS fished with long-lines from 53 one-man dories. Half her dorymen were engaged at Ponta Delgada, in the Azores, where her owner has interests; the rest were from the Algarve, in southern Portugal. Among the latter was the high-liner of all Portugal, who has been in the ARGUS ever since she was built.

The Banks fishery now extends far up into Davis Strait, where a series of shoal grounds near the Greenland coast is nourished by the Greenland Current from around Kap Farvel. The ARGUS went to St.John's for bait, fished the Grand Banks, put into Sydney, N.S., for bait again, and then went through the Straits of Belle Isle to the northern banks. Bait, weather, and the depredations of the draggers are all problems of the present-day dory fishermen. Villiers sets this all down in his fascinating style, and illustrates it with a series of remarkable photographs.

The Portuguese are intensely nationalistic, and have some traditions than cannot be supported by documentary sources; it is doubtful if Harvard's history department will accept the Portuguese claims that they fished the Grand Banks before 1492; and it is even more doubtful if any New Englander will accept the description of the Gloucester fishery as an offshoot of the Portuguese.

We have one mechanical complaint about the book. Although it was "printed in America", it has apparently been offset from type set in Britain. The result is irritating in the rather gray impressions; in the British spellings like litre, barquentine, and harbour; and in the somewhat tipsy alignment of many pages.

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THOMAS, Capt.Charles W., USCG, "Ice is where you find it," 378 pp; 39 ill; 5 charts; index. Bobbs, Merrill & Co., New York, 1951.

Captain Thomas commanded the Coast Guard cutter NORTHLAND in the Greenland Patrol in 1943, and later took the new ice-breaker NORTH WIND. In her, after the war, he participated in the 1946-47 "Highjump" operation to the Antarctic, and later in the Bering Sea patrol. During the latter, he was enrolled as a graduate student in oceanography at the University of Washington, and his method of sampling an ice-floe was to ram it with his ship until a broken section was upended alongside, after which it was a simple matter to take specimens at every few inches of thickness from the original surface to the bottom.

The 1943 and 1944 operations in Greenland and Jan Mayen waters were largely for control of the weather. Alpine glaciologists and meteorologists were planted by the German forces by sealer and by submarine (one of which unsuccessfully tried to torpedo the NORTHLAND in the ice), and the Greenland Patrol's job was to root them out.

Captain Thomas writes of all this without false heroics, in the straightforward manner in which he writes his official reports. We have longbeen an avid reader of the latter, and are glad to recommend his book to the general reader.

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HEWSON, J.B. (Cdr.RNR Ret.), "A history of the practice of navigation," viii, 270 pp; ill; index. Glasgow, Brown, Son & Ferguson Ltd., 1951.

This is a workmanlike and simply written history of the development of navigation in Europe. It would be a good book for writers of historical novels dealing with the sea to keep handy, as it might help prevent some gross anachronisms from being introduced into their products.

There is nothing in it on the Polynesians, however; and we looked in vain for a clear description of how a traverse board was operated.

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I R I S H P E N N A N T S

MORE ON MATTHEW TURNER AND HIS SHIPS

Subsequent to working up the list in the last number of LOG CHIPS, we ran across a letter written us in 1940 by the late Nelson Andrews, in which he mentioned that Captain Turner built the DORA, KARLUK, BERTHA and JEANETTE, and sternwheelers FRUTO, LEAH, and ALICE for the Alaska Commercial Co. No.196 on p.94, therefore, is undoubtedly the 429-ton sternwheeler FRUTO, which is listed as built at Oakland in 1899. Likewise No.179 is probably the 400-ton ALICE listed as built in 1895 at St.Mi-

chaels, Alaska. Nos.195 and 197, BESSIE H. and ALICE RIX, are still not cleared up, however.

***

NO FOUR-MASTER NAMED GEORGE TAULANE

Lew Parker points out that we have been perpetuating an error in the signal letter section of "Merchant Vessels of the U.S." for 1892 concerning the schooner AGNES MANNING. The name of George Taulane, her managing owner, somehow got into the wrong column, but the schooner was AGNES MANNING from the first. Pages 19 and 128 of vol.1 should be corrected accordingly and a second AGNES MANNING entered on p.94.

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MORE ON DIAGONAL BUILDING

In amplification of our story on p.77, H.I.Chapelle writes us: "This style of construction became practically standard in New Zealand and Australia, and I have a complete file on the methods employed, which supposedly are those introduced by White.

"A number of the Transportation Corps craft built there in the last war were on the diagonal build. The diagonal construction is now used in many of the Royal Lifeboat Institution's surf-boats and power lifeboats. The construction is really a fore-runner of the basic principles of the "molded plywood" construction now so popular in small boats in production manufacture."

The recent history of the Washington Navy Yard "Round-shot to Rockets," has some particulars of the 10-gun schooner EXPERIMENT, built at the Yard in 1831. She was designed by Samuel Humphreys with "multi-layered diagonal planking instead of conventional construction. This eliminated in theory the need for extensive frames, beams, and strakes." Special 4" or 5" copper spikes were made to nail the outer planking to the inner, and special copper nails for the several layers of plank on the deck.

The EXPERIMENT proved to be a poor sailer and worked excessively; she was considered oversparred for her size and construction. She was laid up as a receiving ship in 1840 and sold in 1848.

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MORE ON KRUSE & BANKS

We mentioned on page 5 of this volume that we possibly lacked one name out of the list of 10 wooden steamers built by Kruse & Banks for the U.S.Shipping Board. Lloyd's Register for 1919 lists the 2500-ton barge YAINAX as built by them for the Board, and this probably is the missing name.

IRON & STEEL SAILING VESSELS BUILT IN GERMANY

We commence this month in LOG CHIPS a comprehensive listing of iron and steel seagoing sailing vessels built in Germany. The basis for it is a study by Professor W.Laas in the 1907 Jahrbuch der Schiffbautechnischen Gesellschaft, which has been brought up to date from Lloyd's Register, Lubbock, and other sources. Dr.Jürgen Meyer of Kiel has supplied many additional data, adding to the Laas list, and considerably improving our coverage of the post-War I period.

Iron shipbuilding in Germany commenced as far back as 1844, when the centerboard brig HOFFNUNG ("Hope") was built at Ruhrort on the Rhine by Jacob Haniel & Huyssen for Alexander Seydel. The iron bark FORTSCHRITT ("Progress") was built there the following year for the same ownership.

The next iron sailing vessel built in what later became Germany was the bark DER ORIENTALE, 340 tons, at Rostock in 1854 by A.Tischbein for P.Burchard & Co., Rostock. She capsized and sank two years later at Rangoon, and in 1857 the Burchard firm had Tischbein build the 360-ton auxiliary iron bark HERZOGIN MARIE, lost in 1858.

In 1858 the Reihersteig Schiffswerft of Hamburg built the DEUTSCHLAND for the Hamburg-American Line, the first of a long series of iron sailing vessels built by that early firm. Blohm & Voss of Hamburg commenced operatuons in 1880, the iron bark FLORA being their first product, and by the middle of the 1880's most German shipyards had turned to iron construction. The last to convert was the Rickmers yard at Geestemünde, which built the 1771-ton wooden fullrigger WITHA RICKMERS in 1890, following her in 1894 with the first ALBERT RICKMERS, a steel four-masted bark.

The first steel German sailing vessel seems to have been the barkentine HEDWIG of 1885, and not until the barks PROMPT and POTRIMPOS of 1887 were more produced.

The first German four-masted bark was the RICHARD WAGNER of 1886, which was the largest German-built sailing vessel until 1892. In 1895 came the five-masted bark POTOSI of 4026 tons, and in 1902 the 5081-ton five-masted full-rigger PREUSSEN, the only example of her rig ever constructed. Another five-master was the R.C.RICKMERS, which had a powerful steam engine for auxiliary. The list starts on the next page and will be concluded in January. Its arrangement is inverse chrolological.

IRON AND STEEL SAILING SHIPS LAUNCHED IN GERMANY

(All steel on this page)

Abbreviations: Bh Bremerhaven Bo Boizenburg Br Bremen Hm Hamburg
Ge Geestemünde Kl Kiel Lu Lübeck Ne Neustadt
Ol Oldenburg Re Rendsburg St Stralsund WG Wesermünde-G

Name	Rig	Tons	Builder	Owner
Later name	Year	Owner given by		Fate
			Year built	
			1941	
DEUTSCHLAND	(Bark)	1600-D	Blohm & Voss, Hm	German Navy
	(never rigged; scuttled 1946 in Skagerrak with gas shells)			
			1938	
MIRCEA	Aux.Bark	1604-D	Blohm & Voss, Hm	Rumanian Navy
			1937	
ALBERT LEO SCHLAGETER	Aux.Bk.	1634-D	Blohm & Voss, Hm.	German Navy
GUANABARA	1948	Brazilian Navy		
			1936	
HORST WESSEL	Aux.Bark	1634-D	Blohm & Voss, Hm.	German Navy
EAGLE	1945	U.S.Coast Guard, New London, Conn.		
			1933	
GORCH FOCK	Aux.Bark	1354-D	Blohm & Voss, Hm.	German Navy
TOVARITSCH	1949	Soviet Government		
			1932	
JADRAN	Aux.3m.T/S Sch	720-D	H.C.Stülcken Sn, Hm.	Jugoslav Navy
MARCO POLO	1941	Italian Navy		
JADRAN	1845	Jugoslav Navy		
			1931	
HUSSAR (Yacht)	Aux.4m.Bk	2323	Germaniawerft, Kl.	Mrs.Marjorie Post Hutton,
SEA CLOUD	1935	Mrs.Marjorie Post Davies, N.Y.		N.Y.
			1927	
FLOTTBEK	Aux.4m.Sch	320	Neustädter Slip GmbH, Ne.	Baltische SSR GmbH, Lu.
				Lost 5 Sept.1935.
LÜBECK	Aux.4m.Sch	320	Neustädter Slip GmbH, Ne.	Baltische SSR GmbH, Lu.
SCHULSCHIFF DEUTSCHLAND	Ship	1257	J.C.Tecklenborg AG, Ge.	Deutscher SS Verein, Ol.
BUERGERMEISTER SMIDT	1949	(restaurant, Bremen)		
SCHULSCHIFF DEUTSCHLAND	1950	training ship		
			1926	
PADUA	4m.Bark	3064	J.C.Tecklenborg AG, WG	F.Laeisz, Hm.
KRUSENSTERN	1947	Soviet Governmant		
			1923	
CATHERINE STEIN	Aux.3m.Sch	483	Werft Nobiskrug GmbH, Re.	J.H.Jensen, Hm.
GUSTAV STEIN	Aux.Bktn	548	Geo.Schuldt, St.	J.H.Jensen, Hm.
			1922	
ADOLF VINNEN	Aux.5m.Sch	1860	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
CARL VINNEN	Aux.5m.Sch	1827	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Bremen
CHRISTEL VINNEN	Aux.5m.Sch	1859	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
SUSANNE VINNEN	Aux.5m.Sch	1859	Fried Krupp AG, Kl.	F.A.Vinnen & Co., Br.
PATRIA	1930	Soc.di Nav Nazario Sauro, Genoa		
IMPERATORE	1938	Elisa Truscello, Genoa		
WERNER VINNEN	Aux.5m.Sch	1859	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
			1921	
ANTJE	Aux.3m.T/S Sch	195	Germaniawerft, Kl.	Builders
EDDA	Aux.3m.T/S Sch	196	Germaniawerft, Kl.	Builders
MAGDALENE VINNEN	Aux.4m.Bk	3476	Fried.Krupp AG, Kl.	F.A.Vinnen & Co., Br.
KONSUL ODORT JOHNSEN	1936	Norddeutscher Lloyd, Br.		
?	1946	Russian		
OTTILDE	Aux.3m.T/S Sch.	196	Germaniawerft, Kl.	Builders
PALANGA	Aux.3m.T/S Sch	196	Germaniawerft, Kl.	Builders
RHEINLAND	Aux.3m.Sch	433	D.J.Kremer & Sohn, Elmshorn.	Rheinland GmbH, Hm.
JOHN MANNING	1925	John Manning, N.Y.		

1920

ANNEN	Aux.3m.T/S Sch	456	Germaniawerft, Kiel	Builders
BUCKAU	Aux.3m.T/S Sch	455	Germaniawerft, Kiel	Builders
BADEN-BADEN	1927		Flettner Rotorsch.GmbH, Hm.	Lost Caribbean Nov.1931.
DATTELN	Aux.3m.T/S Sch	456	Germaniawerft, Kiel	Builders
FRANZISKA KIMME	Aux.4m.Sch	786	A/G Weser, Br.	F.Kimme, Bh.
(started 1918 at Danzig Navy Yard for Imp.German Navy as destroyer S-178)				
GAARDEN	Aux.3m.T/S Sch	456	Germaniawerft, Kiel	Builders
GEORG KIMME	Aux.4m.Sch	786	A/G Weser, Br. (ex S-179)	F.Kimme, Bh.
HAMM	Aux.3m.T/S Sch	452	Germaniawerft, Kiel	Builders
PALOH	1924		Buyn & Co., Batavia.	
KALLISTO	Aux.3m.T/S Sch	439	Germaniawerft, Kiel	Anshutz & Co., Kiel.
PRINJALL	4m.Bk.	3185	Blohm & Voss, Hamburg	F.Laiesz, Hamburg
LAUTARO (aux)	1941		Chilean Navy, Valparaiso.	Lost by fire 28 Feb.1945

1918

HELGOLAND	Aux.3m.Sch	470	Ver.Elbe, Boizenburg	W.Schuchmann, Ge.

1916

FIMMO	Aux.3m.Sch	464	F.Lemm, Boizenburg	W.Schuchmann, WG
POLA	4m.Bark	3116	Blohm & Voss, Hamburg	F.Laeisz, Hamburg
RICHELIEU	1924		SA Les Navires Ecoles Francais, Nantes.	Scrapped at Baltimore c.1933

1914

GROSSHERZOG FRIEDRICH AUGUST	Aux.Bark	1701	J.C.Tecklenborg, Gm.	Deutscher SS Verein, 01.
STATSRAAD LEHMKUHL	1921		Bergens Skoleskibsstyre, Bergen.	

1911

PASSAT	4m.Bark	3091	Blohm & Voss, Hamburg.	F.Laeisz, Hamburg
PEKING	4m.Bark	3100	Blohm & Voss, Hamburg	F.Laeisz, Hamburg
ARETHUSA	1932		Shaftesbury Homes & T/S Arethusa, London.	

1909

PRINZESS EITEL FRIEDRICH	Ship	1566	Blohm & Voss, Hamburg.	Deutscher SS Verein, 01.
COLBERT	1935		SA Les Ecoles Navires Francais, Nantes	
POMORZE (aux)	1939		Polish Government	
DAR POMORZE	1980		Polish Govt., Ministry of Industry & Commerce, Gdynia	
STURMVOGEL II	3m.Sch	141	A/G Neptun, Rostock	Capt.W.Hanff, Hm.

1908

L'AVENIR	4m.Bark	2738	Rickmers A/G, Bh.	Assn. Nar.Belge, Antwerp
ADMIRAL KARPFANGER	1937		Hamburg-Amerikanische Paketf.A/G, Hm.	Missing'38.
VILA VELEBITA	Bgn.	357	Howaldtswerke, Kl.	Rl.Croatian Naut.Sch, Buccari.

1906

R. C. RICKMERS	Aux.5m.Bark	5546	Rickmers A/G, Bh.	Builders
HEATH	1914		British Admiralty, London.	Submarined 1917

1905

ALBERT RICKMERS	Bark	3080	Rickmers A/G, Bh.	Builders
PENANG	1918		F.Laeisz, Hamburg	Submarined June 1940
PAMIR	4m.Bark	3080	Blohm & Voss, Hamburg	F.Laeisz, Hamburg

1903

PANGANI	4m.Bark	3054	J.C.Tecklenborg, Ge.	F.Laeisz, Hm. Sunk 1913.
PETSCHILI	4m.Bark	3087	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost 1919.

1902

HERZOGIN CECILIE	4m.Bark	3242	Rickmers A/G, Bh.	N.D.Lloyd, Br. Lost 1936.
PREUSSEN	5m.Bark	5084	J.C.Tecklenborg, Ge.	F.Laeisz, Hm. Lost 1910.

1901

GROSSHERZOGIN ELISABETH	Ship	1260	J.C.Tecklenborg, Ge.	Deutsch.SS Verein, 01.
DUCHESSE ANNE	1946		French Navy, L'Orient	(floating barracks)

1899

ADELHEID 3m.Sch 244 G.Löhring, Hammelwarden
ALDA 1913 T.M.Thomassen, Mandal.
PICTONIAN (rebuilt Trenton, N.J., 1922)

1898

EDUARD Bktn 474 S/V v.H.Koch, Lübeck Seetzen Gebr., Hamburg
MABEL RICKMERS Ship 2065 Rickmers A/G, Bh. Builders.
WINTERHUDE Schlüter & Maack, Hamburg
SELMA HEMSOTH 1924 Wilhelm Hemsoth A/G, Hamburg
WINTERHUDE 1925 Gustav Eriksen, Mariehamn. 1949 scrapped Hamburg.

1897

ERIK RICKMERS Ship 1952 Rickmers A/G, Bh. Builders. Lost Oct.1899

1896

CARL 3m.Sch 445 F.W.Wencke, Bh. Seetzen Gebr., Hamburg
RICKMER RICKMERS Ship 1980 Rickmers A/G, Bh. Builders
MAX C.Krabbenhöft & Bock, Hamburg
FLORES 1917 Portuguese Government
SAGRES 1923 Portuguese Navy

1895

POTOSI 5m.Bark 4026 J.C.Tecklenborg, Ge. F.Laeisz, Hamburg
FLORA 1923 Gonzalez, Soffia & Co., Valparaiso. Lost 1926.

1894

ALBERT RICKMERS 4m.Bark 2395 Rickmers A/G, Bh. Builders
HERZOGIN SOPHIE CHARLOTTE 1901 N.D.Lloyd, Br. Broken up, 1924.
BEETHOVEN Ship 1789 J.C.Tecklenborg, Ge. F.Tecklenborg, Bremen
OSORNO 1898 N.H.P.Schuldt, Hamburg
PIRNA 1907 F.Laeisz, Hamburg
LIGNUM 1916 Schiffahrts Ges.Lignum mbH, Hamburg
PINUS 1919 F.A.Schst & D.A.Hemann, Hamburg
PERU Ship 2191 Bremer S.B.Ges., Vegesack. Tidemann & Co., Br.
FRITZ C.Krabbenhöft & Bock, Hm.

1893

ANNA SCHWALBE Bark 797 Möller & Holberg, Stettin. H.Bauer, Rostock
VIGANELLA 1900 Mentz, Decker & Co., Hamburg.
CHILE Ship 2198 Bremer S.B.Ges., Vegesack Tidemann & Co., Br.
FRITZ SMITH (Norway)
MAIPO Ship 1770 J.C.Tecklenborg, AG N.H.P.Schuldt, Hm.
PHOS Bark 1652 Stettiner A/G, Stettin. E.Collett, Oslo.
NORDSEE 1914 Carl Bech & Co., Tvedestrand
FJONG 1916 A/S Fido (Mathias Hansen, mgr), Kristiansand
SCHLIEMANN Ship 1726 J.Lange, Vegesack. D.Cordes & Co., Br.
Lost Dec.1893

1892

AMAZONE Bark 1404 G.Evers, Lübeck G.Bolte, Elsfleth
ANA Bark 1467 S/V v.H.Kock, Lübeck J.H.E.tom Dieck, Elsf.
ANTUCO Bark 1532 Blohm & Voss, Hamburg N.H.P.Schuldt, Hm.
ATLANTIC Bark 1087 J.W.Klawitter, Danzig G.Tilers & Sn, Brake
D.H.WATJEN Ship 2198 Bremer S.B.Ges., Vegesack D.H.Wätjen & Co, Br.
ORLANDA 1913 Rederi A/G von 1896, Hamburg
ELISABETHA Bktn 321 Schömer, Jensen & Co, Tönning. N.H.Svarrer, Nord.
MARIE Bark 410 Schömer, Jensen & Co., Tönning. Zerssen & Co, Tön.
ADMIRAAL TROMP 1897 J.Nienhuys, Amsterdam
MARTHA Bark 412 Schömer, Jensen & Co, Tönning. Knudsen & Nissen
MERCUR 3m.Sch 349 Howaldtswerke, Hl. C.Sodemann, Stralsund
NYMPHE Ship 2190 Bremer S.B.Ges, Vegesack. Gildemeister & Ries, Br.
OLGA Bark 1178 S/V v.H.Koch, Lu. E.tom Dieck, Elsfleth
HEBE 1902 Henr. Hansen, Lillesand
PHILADELPHIA Ship 1305 J.C.Tecklenborg, Ge. Joh.Wallenstein, Ge.
ASKEPOT 1917 Thv.B.Heistein & Sønner, Kristiansand.

(to be continued on p.117)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER TEN 109 JANUARY 1952

EARLY DAYS OF THE HALL BROTHERS

In November LOG CHIPS we promised to describe in a future issue the early activities of the Hall Brothers, who were the leading shipbuilders of the state of Washington between 1874 and 1903. Much of the following material is from Bigelow's 'Narrative History of the Town of Cohasset,' (1898) and Davenport's 'Genealogies of the Families of Cohasset' (1909), which contains a chapter 'Cohasset's Deep Sea Captains' by Edmund P. Collier.

The story starts with James Hall, son of Richard Hall of Boston, who married Mary Lincoln of Hingham, a farmer's daughter, and died about 1788. His sole claim to fame is in being great-grandfather of the Hall Brothers. He had four children, the oldest named James, who was born in the part of Hingham that is now Cohasset in February 1749/50. He joined Peddock's Artillery in Boston in pre-Revolutionary days, his company commander being Henry Knox. The company was called up for the Revolution; Knox became a general under Washington, and James Hall rose to the rank of captain, serving at Bunker Hill, Saratoga, White Plains, Valley Forge, and Yorktown. In 1786 he married the widow of his second cousin, Allen Lincoln. Persis Tower had married Allen Lincoln in 1775 when she was 16, and her husband had marched off to war a year later and had died in prison at Halifax, N.S., in 1778.

James lived in his father's house at Cohasset, and he and Persis had 9 children, of whom the third was George Hall, born 29 Jan.1791; he married Cynthia Collier of Scituate in 1816. Three years later James Hall was killed in a fall from an upper story window in Boston. George Hall followed the sea, and soon rose to command. It is told that on a voyage to the Mediterranean he was boarded by a pirate, and he and his crew were being lined up for the usual plundering when the pirate captain discovered that Capt.Hall was a brother Mason and thereupon released him.

In 1828, Captain George Hall settled down in Cohasset as skipper of a Boston-Cohasset packet sloop. George and Cynthia had 15 children, including two sets of twins. Their oldest son James (1817-70) also was a master mariner. At 22 he commanded the schooner INDUSTRY. Later he had the STRANGER, ALBION, JAMES A.IEE, and WM.G.ANDERSON, and was killed aboard the ORION off Cape Horn by a boarding sea.

Isaac (1819-1879) was the second child. He married Catherine M.Hooper of Medford in 1844; she died in 1858. Isaac Hall had children born at Medford in 1845 and 1847 and at Cohasset in 1849 and 1852; he was a selectman of Cohasset in 1869.

The fifth child, George (1822-), had a twin sister, Cynthia; he was also apprenticed as a shipwright at Medford. The eighth child was Abraham (1825-1899); he married Ann Maria Murray of Damariscotta and they had two children.

Henry Knox (1830-1909) was the 11th child. He, too, was trained as a shipwright, and he married Elizabeth B.Bryant of Chelsea. Winslow G. and his twin sister Sally were the 12th and 13th children. Winslow followed the trade of calker and also studied ship drafting. He never married, and later in San Francisco was closely bound to the family of his brother Abraham, and thus it came about that he took into his firm George E.Billings, who had married his beautiful niece, Maria.

It must have been in 1848 that Isaac Hall returned to Cohasset from Medford and set up a shipbuilding business. His brother George seems to have been associated with him in this, and the following vessels were built:

			tons	owners
1849	ORIOLA	Sch	85	Caleb Lothrop
1849	EUROPA	Bark	397	G.N.Fairbanks
1850	GREENWICH	Ship	787	G.N.Fairbanks
1850	CAMILLA	Sch	80	I.&.G.Hall
1851	McCLOUD	Sch	80	A.H.Tower
1851	J.A.JESURON	Brig	180	Kettell & Vose
1852	MARY HALL	Sch	66	Hall Bros.
1858	WENONAH	Sch	96	A.M.Tower
1860	FOREST OAK	Sch	112	A.H.Tower
1861	PEERLESS	Sch	85	I.Hall et al.

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1865 KATIE HALL Sch 71 A.H.Tower
1866 MORNING STAR Sch 81 John Bates

The GREENWICH was the largest vessel ever built in Cohasset. The EUROPA was sold by Fairbanks in January 1850 to the Stone, Silsbee & Pickman interests of Salem, and in 1853 was resold to Edgartown to become a whaler. She had painted ports, which distinguished her during her long years in the whale fishery from the 'black EUROPA,' built at Mattapoisett in 1851.

From his statements to the Census investigator Henry Hall in 1881, it appears that Henry K. Hall was associated with his two older brothers at Cohasset in the building of the Fairbanks vessels. But Fairbanks died about this time, and thereafter the Cohasset yard built only fishing schooners. Henry K. moved back to Boston, became associated with the Boston Navy Yard, and during the Civil War period was transferred to Mare Island.

One incident involving Isaac Hall during this period has been recorded by Collier. During the depression of the late '50's, a Cohasset captain, Joseph H. Smith in the ship SARAH, was at Buenos Aires without a return cargo. So he decided to sail to Turks Island, where a speculative cargo of salt could always be obtained. There had recently been a tidal wave at Turks Island, and as a further speculation Capt. Smith bought two half brigs, the RIVER BELLE and MUNGO PARK, which had been washed up on the beach. Returning to Cohasset, Capt.Smith shipped a crew of likely mechanics, enlisted the aid of Isaac Hall, and sailed back to Turks Island. The SARAH's crew succeeded in floating the two stranded brigs, and turning the SARAH over to his chief mate Capt. Smith sailed the MUNGO PARK back to Boston, while Isaac Hall sailed back the RIVER BELLE. This must have been in 1859, as the RIVER BELLE, a 180-ton vessel built at Parrsboro, N.S., in 1857, is still listed in "American Lloyd's" for 1862 with Isaac Hall as master and last survey at Boston in October 1859.

Meanwhile, Abraham Hall and another brother, Samuel C.Hall (1829-), had both moved to California. Abraham entered into partnership at San Francisco with J.W.Miller as Miller & Hall, hay & grain merchants, while Samuel settled at Sacramento, shipping to his brother's firm. Winslow also came out to California and apparently entered into his brothers' employ. In 1864 they needed a schooner to carry their flour and grain. A few years later they probably would have built their own, but in 1864 they decided to take advantage of the favorable exchange situation then existing between hard-money California and the war-inflated East, and Winslow was sent to Boston to buy a suitable vessel. He selected the 71-ton JOHN D.SANBORN, built at Essex that year for Gloucester owners. He registered her at Boston in Nov.1864 with himself as master and sole owner, and took her around the Horn to San Francisco, where she was documented in May 1865 with Winslow, Samuel, and Abraham each owning 1/3. Abraham later acquired Samuel's 1/3, and in March 1867 sold 1/6 to Winslow for $500, making them each owners of ½. Although chiefly used in the coasting trade, the J. D.SANBORN made one foreign voyage for the Halls, sailing on 29 Sept.1867 for La Union, in what is now El Salvador, with a $5800 cargo consisting mostly of 2600 quarter sacks of flour but including also consignments of macaroni, red wine, tinned bread, and firecrackers. The SANBORN was sailed by Winslow Hall until April 1869, when she was sold to Lemmen Meyer.

Meanwhile, Isaac Hall was also California-bound. After completing the MORNING STAR for John Bates, he was given command of Bates' schooner FRANCIS L.STEELE, a 79-ton vessel built at Salisbury, Mass., in 1862 and owned by Bates since May 1865. Isaac Hall made a smart summer passage round Cape Horn in her, as he took out his register at Boston on 14 Nov.1866 and exchanged it for an enrollment at San Francisco on 29 March 1867; these dates indicate a gross time of not more than 135 days, which would be an average passage for a 1500-ton squarerigger. Isaac also took his schooner on a foreign voyage, sailing on 30 Sept.1867 (the day after brother Winslow in the SANBORN) for La Paz, on the tip of Lower California, with a $14,000 cargo of flour, rice, sugar and other necessities of life for that arid little pearl-fishing center, and an additional $8000 consignment of drygoods for Tahiti. The STEELE was back in San Francisco by December, when she was sold to E.Everett Smith, Leonard Hull, and James M. Bean, after which Isaac Hall seems to have settled down in San Francisco as a shipwright.

The seafaring experience of Isaac and Winslow and their familiarity with the New England fishing schooner undoubtedly contributed greatly to their later success as designers and builders on Puget Sound.

J.M.BAYLES OF PORT JEFFERSON

Brookhaven, on Long Island, is best known today as the site of the Atomic Energy Commission laboratory, but there is a good deal more than that to it. Brookhaven is the largest township on Long Island, and stretches right across the island. On the Sound shore it includes Old Man's (now Mt. Sinai), Drowned Meadow (now Port Jefferson) part of Stony Brook, Setauket, Conscience Bay, and Flax Pond Bay. On the south or Atlantic shore it includes a large portion of Great South Bay, with Patchogue. Patchogue was recognized fairly early as a shipbuilding center, and the chances are that any vessel listed as built at "Brookhaven" (as are a good many before 1850) was actually from the Port Jefferson region.

The principal builders at Port Jefferson were members of the Bayles family, whose name is still found in the 'Coast Pilot' in connection with Bayles Wharf there. We are indebted to LCdr W.J.L.Parker for most of the following material on the Bayles shipbuilding at Port Jefferson.

Elisha Bayles, a merchant, moved from Mt. Sinai to Drowned Meadow in 1809. A staunch Democrat, he was instrumental in changing the name of the village to Port Jefferson, thereby tending to offset Port Washington farther up the Sound. Two of Elisha's sons were named James M.(18 Jan.1815-c1888) and C.Lloyd. James as a boy, between sessions of school, made short voyages in firewood sloops to New York City; later he shipped in coasters to Newbern, Savannah, and Mobile. In 1836 he and his brother began shipbuilding in a small way, and in 1838 he married Desire Ann Hawkins of Setauket.

The early Bayles products were mostly wood sloops, which they sailed themselves until finding a buyer. From "American Lloyd's" for 1862 we have culled the following incomplete list of their production, and there are many more Port Jefferson- or Brookhaven-built vessels listed for which no builders are indicated:

			builders
1846	RIO GRANDE	Sch	84 J.Bayles
1847	TELEGRAPH	Sch	143 J.M.& C.L.
1849	STEPHEN H. TOWNSEND	Sch	182 J.M.Bayles
1850	C. L. BAYLES	Sch	154 J.M.& C.L.
1851	MARIA L.DAVIS	Sch	195 J.M.& L.
1852	JAMES M.BAYLES	Sch	185 J.M.& C.
1852	STEPHEN TABOR	Sch	304 J.M.& C.
1852	BRUCE	Sch	254 J.M.& C.L.
1854	HENRY JAYNES	Sch	260 J.M.& I.C.
1854	BENJ.N.HAWKINS	Sch	369 Bayles
1854	M. H. READ	Sch	160 J.M.Bayles
1855	MOON LIGHT	Sch	280 J.M.Bayles
1855	REINDEER	Sch	197 C.L.Bayles
1855	EDWARD SLADE	Sch	198 C.L.Bayles
1856	MARY E.JONES	½Brig	275 J.M.Bayles
1856	YANKEE BLADE	½Brig	320 C.L.Bayles
1856	SUSAN E.JAYNE	Sch	162 C.L.Bayles
1856	E.A.CONCKLING	Sch	285 J.M.Bayles
1858	ANNA SHEPARD	Sch	185 J.M.Bayles
1858	VILLAGE QUEEN	Sch	230 D.T.Bayles

Who D.T.Bayles was, we have not yet discovered, but he also built the 390-ton half-brig HELEN M. ROWLEY in 1867. It is apparent by the above list that by the middle '50's Port Jefferson, like Belleville, N.J., was turning out large coasting schooners for New York firms. Out of the "high rent district" and drawing on good local supplies of hardwood timber, the country yards could underbid the metropolitan builders without strain, so that the latter concentrated on repair work after 1855.

In 1863, James M.Bayles commenced to build independently of his brother, taking his son James E.Bayles into partnership. C.Lloyd seems also to have carried on a while with his son, but the only vessel he produced after 1860 that we have so far identified was the 425-ton half-brig LEWIS L.SQUIRE, built by C.L.Bayles & Son in 1868.

The following is the list of vessels built by James M. Bayles & Son at Port Jefferson, N.Y., up to the end of commercial sailing vessels:

				Lnchg.Date
1	ANNIE LEWIS	Sch	313	9 July 1863
2	ANNA W.COLLINS	Sch	209	27 Apr 1864
3	JULIA E. WILLETS	"	243	2 July 1864
4	JULIA A. RIDER	Sch	273	10 Dec.1864
5	ANNIE V.BERGEN	Sch	184	10 Jan.1865
6	KATIE J.HOYT	Sch	220	31 Aug.1865
7	ANN E.VALENTINE	Sch	316	25 Aug.1866
8	CIRCLE	Sch	42	15 May 1867
9	MATILDA BROOKS	Sch	333	23 July '67
10	GEORGE H.MILLS	Sch	296	28 Aug.1867
11	SUSAN BERGEN	Brig	247	27 Aug.1868
12	CARIB	Bark	294	30 Oct.1868
13	HENRY A.TABER	Sch	129	19 June '69
14	JENNIE ROSALINE	Sch	342	25 Aug.1870
15	ALERT	Sch	43	4 June 1870
16	MILLIE FRANK	Sch	61	27 Sept.1870
17	HENRIETTA	Sch	30	28 June 1871
18	THOMAS P.BALL	Sch	430	1 Aug.1871
19	THYRA	SS	205	23 Dec.1871
20	NOMAD	Bark	476	18 Apr.1872
21	ADA RHAME	Sloop	25	29 May 1872
22	ELIZA RHODES	Sloop	25	13 June '72
23	WM.H.KENNEY	Sch	314	29 Apr.1873
24	MARY EMMA	Sch	52	12 June '73
25	DE MORY GRAY	Sch	276	25 Nov.1873
26	ROSA EPPINGER	Sch	293	6 May 1874
27	ANNIE A. BOOTH	Sch	208	3 June 1874

28	CLARA E. BERGEN	Sch	381	17 Sep.1874	
29	JAMES E. BAYLES	Sch	413	24 Nov.1874	
30	MANUEL R. CUZA	Sch	298	27 Nov.1875	
31	WILLIAM E.CLOWES	Sch	438	2 Dec.1875	
32	ELEANOR	Sch	350	30 May 1876	
33	HORATIO	Ship	349	3 July 1877	
34	FLEETWING	Bark	328	9 Oct.1877	
35	COMET	Sch	301	24 Nov.1877	
36	JIMMIE	Sch	30	24 June '78	
37	NELLIE FLOYD	Sch	457	13 Mar.1879	
38	H.& J.BLENDERMANN	Sch	419	2 Dec.1879	
39	GRACIE N.	Sch	415	31 Jan.1880	
40	TRANSIT	Sch	36	14 May 1880	
41	CHATHAM	Sch	113	10 July '80	
42	WACAMAW	Sch	459	3 Aug.1881	
43	ATALANTA	Brig	371	19 Dec.1881	
44	WHITBY	Slp.Yct	30	6 June 1882	
45	LILLIE HOLMES	Sch	428	28 Sep.1882	
46	OCEAN CHILD	Sch	37	22 Nov.1882	
47	NELLIE W. CRAIG	Sch	492	2 Aug.1883	
48	NETTIE SHIPMAN	Sch	338	10 Oct.1884	
49	CITY OF BRIDGEPORT	SS	518	Aug.1886	
50	OSTREA	SS	97	1887	
51	ARVESTA	Sch	504	15 Dec.1888	
--	PERCY & LILLIE	Sch	503	25 Aug.1890	
--	LAGUNA	Sch	385	18 Aug.1891	

In addition to the above, various registers credit J.M.Bayles & Son with being builders of the ELSIE A.BAYLES, a 296-ton 3m.schooner owned and commanded by C.A.Bayles; she was built in 1883.

Among the vessels listed above, the bark CARIB was built for Capt.John Moore for a New York-St.Croix packet. She had an elegantly fitted cabin, and reputedly cost over $45,000. The HORATIO and FLEETWING were New Bedford whalers, and the W.E. CLOWES was a three-masted topsail schooner with a complicated raffee rig.

The steamer THYRA, named for a Danish princess, had an experimental Fowler patent wheel. It was a failure, and was replaced. The NELLIE FLOYD and GRACIE N. were built for Floyd & Newins of New York to run in E.D.Hurlburt & Co.'s packet line to Pot Bluff and Georgetown, S.C. The WACAMAW and ARVESTA were also built for the naval stores trade with South Carolina.

The LAGUNA was built to be commanded by Capt.S.S.Bayles, formerly of the MANUEL R. CUZA. She carried 600 tons and cost $29,000. She was intended for trade with Laguna de Terminos, which is about 80 miles SW of Campeche. Capt.Samuel S.Bayles had her only a short time when he became ill and his son, Capt.Ed.Post Bayles, took her. Capt.Ed.Post made 59 round trips to Mexico in the LAGUNA. Outward the cargoes were flour, lard, beef, case oil, and pine lumber; homeward, mahogany and cedar. The logs were squared and ranged up to 5 ft. The LAGUNA brought back the largest stick of mahogany landed in New York up to the time. She was still a 'hand puller' then, her gas hoisting engine not being installed till later, and with three straps around the piece and powerful purchases rigged to the windlass and two capstans it took half an hour of heaving to get the stretch out of the lines.

The LAGUNA averaged 2½ to 3 months for a round trip in this trade, but once completed a round in just two months. She was lost near Cardenas, Cuba, on 17 Nov. 1921; Capt.Ed.Post Bayles, now in his 78th year, runs the yacht landing at Port Jefferson.

After 1891 the Bayles yard specialized in yachts, particularly steam and motor yachts of moderate size. The following is a list of all their output of 100 tons and upward during this period:

1896	GIRALDA	Stm.Yacht	184 tons
1901	ZORAYA	Stm.Yacht	129
1907	FRANK T.LANE	SS	169
1911	OSIRIS	Gas Yacht	137

During this period, also, the Bayles yard did a good deal of repair work for the New York area on its marine railway. In 1917 the Bayles interests sold the plant, which was incorporated as the Bayles Shipyard Inc. and converted to steel construction. James E.Bayles died in his 88th year on 21 March 1929. The Bayles yard entered into several contracts with the Emergency Fleet Corporation for ocean-going tugs and small steel freighters, but few were completed. The yard was reorganized as the New York Harbor & Drydock Corp.in 1919. Its production was as follows:

1919	OSIRIS	Stl.SS	3165	CANONNIER (renamed)
1919	BASSWOOD	Stl Tug	426	GEO.C.GREER
1919	BASTROP	Stl.Tug	426	STANDTUG No.1
1921	BLEZELAKE	Stl. SS	3285	REDMAN
1920	ANAHUAC	Tnkr	863	
1921	CONNECTICUT	Stl.SS	3285	REDBIRD

The CANONNIER was finished for the Lloyd Royal Belge, and the REDMAN (which also was named CLOVERDALE) and REDBIRD were completed for the ownership of the Port Jefferson Shipyard Corp. and managed by the Munson Line.

The site of the Bayles shipyard is now occupied by the storage tanks of the Sinclair and Socony oil companies. The principal industry at Port Jefferson now, says the Coast Pilot, is the dredging and shipping of sand and gravel.

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SAILING SHIP NEWS

ALFRED & EMILY, Canad.aux.3m.sch. (Built Meteghan NS 1938). 4 Oct. sighted burned out off w.coast Newfoundland by tug FOUNDATION LILLIAN.

ALMIRANTE SALDANHA, Braz.aux.4m.tr.sch. 22 Sep.arr Alexandria; sailed 2 Oct.for Beirut; due for a month's stay at Toulon for engine overhaul.

DANMARK, Dan.aux.tr.ship. 3 Oct.arr Madeira; 8 Oct.sailed; 11th arr.Teneriffe; 29 Oct.left St.Vincent CVI; 19 Nov.arr Barbados; sailed 26th; 6 Dec.left St. Thomas VI for Jamaica.

FOZ DO DOURO, Port.m/s (ex ABRAHAM RYDBERG) "Laid up pending survey" in '51/2 Lloyds.

HAMPTON ROADS, Aux.2m.Sch. (built Boston 1929 as GADFLY II. 1932 bought by Virginia Pilots Assn.) 1951 sold to Capt. Gabriel M.Perez-Imaz of Buenos Aires to become a freighter. 28 Nov.sailed Hampton Roads for Nassau; put back same day with engine trouble. 30 Nov.sailed again; towed back from off Carolina. 13 Dec. sailed again; 15th taken in tow by USCGC MARION off Kitty Hawk; arr Norfolk 16th.

MARGARETA (ex VALBORG), Finn.aux.4m.sch. (built Victoria BC 1919 as WASHINGTON). Lost 27 Jan.1950.

OMEGA, Per.4m.bk. Was ashore near Callao in July, but was refloated and repaired.

PAMIR, Ger.aux.4m.tr.bk. 15 Dec.ran trials in Kiel Bay; proceeded to Hamburg via the Skaw (her pole jigger mast will not pass under Kiel Canal bridges.) To load cement for Rio @ $17.50. Has been fitted with water ballast tanks, 3 watertight bulkheads in the hold spaces, and cargo posts and derricks. She has an 1100-hp motor and a two-bladed propeller, which is later to be replaced by a feathering wheel. Heinz Schliewer, who owns her and PASSAT has been allocated the equivalent of $1,000,000 for the fitting out of these two as training ships.

SAMAR, floating warehouse (former 4m.sch). Reported in November to be taken to Lower California for chopping up as firewood on that treeless coast.

SANTA CLARA, Cub.m/v (ex sch IRENE MYRTLE) Foundered off La Ceiba 21 Dec.1950.

VEGA, aux.sch. Dismasted off Papeete 24 Nov.; returned on her engine next day. Had sailed that day for Honolulu in a new passenger service.

(With thanks to Heinz Burmester, Gordon Jones, Alec Brown, and W.N.Fenerin.)

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BOOK REVIEWS

HARLAN, George H., and Clement Fisher, Jr., "Of walking beams and paddle wheels; a chronicle of San Francisco Bay ferry boats," xv, 162 pp; 94 ill; 6 pl; index. Bay Books, Ltd., San Francisco, 1951. Price $4.50.

Until the great bridges were built, San Francisco Bay had three or four different types of ferry service. There were the commuter boats, like the Key Route and Northwestern Pacific, which took San Franciscans to work in the morning from their suburban communities and brought them back to meet their trains at night. There were the passenger ferries of the transcontinental railroads, Western Pacific, Santa Fe, and Southern Pacific (the latter boats also doubled in the commuter service), which took passengers and baggage across the Bay on the first or last leg of the long haul over the Sierra and Rockies. There were the auto ferries, which also took foot passengers on a few routes. And there were train ferries, which hauled entire trains, locomotives and all, across Suisun Bay. All that are left now are a few S.P. ferries meeting the trains; the San Rafael-Richmond auto ferry; and the Oakland-Antioch's car ferry RAMON.

Up to now, about all that was available in print on these services and the boats

that ran on them was a chapter added rather hastily to MacMullen's "Paddle-Wheel Days." Harlan and Fisher now, however, have filled the gap with a well-researched and wonderfully-illustrated full-length book on the subject.

Railroads seem to be the authors' main interest, and they have followed the tangled threads of railroad corporate history down the years. They also have appealed to the sentimental steamboat lover by emphasizing the walking-beam side-wheel aspects, neglecting the advanced diesel-electric and turbo-electric power plants, in which the value of these systems for commercial work had some of its earliest proof.

Largely neglected, also, is the point of view of the passenger. Whether you had arrived in Oakland by Pullman or had swung off an empty box-car in Oakland Yards, the S.P. ferry was your only means of reaching San Francisco, and the high and the lowly rubbed elbows together as the boats docked, waiting for the platforms to be lowered. Then there were the waiting rooms in the Ferry Building, where primitive animated cartoons flickered on a screen, interspersed with static advertisements; the moment of suspense while an attendant fumbled with the latch of the sliding door that opened the way to the boat; and the quick walk through dark corridors, with mingled smells from the florist shop, the popcorn counter, and the ever-present roasting coffee, onto the waiting boat with its convoy of shrieking seagulls.

The Key Route collected fares for both directions on the trains, so that a small boy, by keeping out of the way of the deck-hands, could ride back and forth free all day, watching the busy commerce of the Bay. The Bridge did away with all this, and pedestrians are not allowed on it.

The authors have provided an appendix of dimensions, origin, and engineering particulars of the ferries, but several are omitted, there are some errors in the accounts of others, and in particular there is inadequate differentiation between single-enders and double-enders with a screw at each end, both kinds being described as "single screw."

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HILL, John C.G., "Shipshape and Bristol Fashion," x, 110 pp; 47 ill. Journal of Commerce, Liverpool, (1951) Price 10/6.

This little book, written by a member of the firms, is a history of the shipbuilding operations of Charles Hill & Sons of Bristol and their predecessors and successors, and of their associated shipowning activities. The author is of the fifth generation of Hills in the business, which was founded in the early 1700's by James Hillhouse.

Bristol shares with the port of St.Malo the doubtful distinction of having the greatest tidal range in Europe--a matter of 36 feet at springs--but in spite of that Bristol has continued to be both an important port of call and a shipbuilding center. Strangely enough, however, the Hill dockyard has built chiefly for other owners, while the majority of the vessels operated by the Hills, both before and after they established the Bristol City Line, were built in other yards. For a time, also, they built in Cardiff, and they are now getting a foothold in Avonmouth.

The 10 appendixes to the book list the ships involved in the various building and shipowning operations of the Hill interests. The building lists point up the difficulty that an outsider has in tracing a yard's output. Their mold-loft numbers run from 50 in 1821 to 107 in 1850; then they start again with 1 in 1853, running to 22 in 1877; then the iron and steel vessels go from 1 to 20 and 121 to 373, many of the higher numbers being oil tanks erected ashore. No.13, incidentally, listed as bark SITA of 1889, has been listed in LOG CHIPS (v.I, p.34) as ex GLADYS (no.12).

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THREE-MASTED SCHOONERS

The list of three-masters built on the Gulf and Atlantic continues on p.115. Two omissions to the previous installments have been noted. One is the twin-screw auxiliary PENSACOLA, built at Pensacola in 1918 by F.F.Bingham; 380 tons. She was sold to the French Government when new.

The other is the tiny auxiliary DOCTOR LYKES, built at Tampa, Fla., in 1899 for H.T.Lykes there, and sold to alien owners in 1913. Only 81 tons, she is credited with being the pioneer vessel of the present Lykes fleet out of Gulf ports.

R.H.I.Goddard Jr. sends word that the ALBERT H.WILLIS (1914) was lost off Dartmouth Ledge, Bay of Fundy, 25 Oct.1941, and that HELVETIA (1905) is not in the 1947 Mercantile Navy List. WILLIAM H.DAVIDSON (1894) had registry abandoned early in 1914.

John Nolen of the National Archives has furnished fates and builders of several of the vessels on page 116.

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.45

			1892, continued	
JAMES A. SIMPSON	250	Port Clyde, Me.	Washburn M.R.Co.	BRAZIL of Brazil, 1894
JOHN BOOTH	414	New London, Conn.	McDonald & Anderson	1903 lost in collision
LIZZIE A.WILLIAMS	188	Bethel, Del.	Geo.K.Phillips & Co.	Scrapped 1924.
LUTHER M.REYNOLDS	382	Frederica, Del.	N. Lank	1896 lost at sea.
MADALENE COONEY	790	Waldoboro, Me.	A.R.Reed & Co.	1911 lost in collision.
OSCAR G.	250	Scranton, Miss.	George Trentz	1918 Nicaraguan.
R. T. RUNDLETT	271	Wiscasset, Me.	A.T.Rundlett	Missing June 1916.
ROBERT P.CHANDLER	281	Bath, Maine	Kelley Spear & Co.	Wrecked Cuba, July 1893.
WILLIAM H.DAVENPORT	256	Phippsburg, Me.	F.S.Bowker	Wrecked Jan.1920.
			1891	
A. R. KEENE	364	Columbia Falls, Me.	Isaac Carleton	Lost 1901.
ABBIE G. COLE	273	E.Machias, Me.	Chas.J.Frye	Wrecked 15 Dec.1910
AETNA	350	Brewer, Me.	S.H.Barbour	Wrecked 30 Sep.1913
ALICE J.CRABTREE	378	Bath, Maine	Kelley, Spear & Co.	Wrecked 7 Aug.1914
ASA T. STOWELL	419	E.Providence, R.I.	Providence D.D.Co.	Missing Sept.1906.
BESSIE B.CREIGHTON	612	Thomaston, Me.	J.A.& G.A.Creighton	Wrecked Jan.1895
CHARLES T.STRANN	229	Sharptown, Md.	Geo.K.Phillips & Co.	1911 CHARLES L.ROHDE; 1927 KINKORA; 1942 aux; sold to Dominican owners.
CHARLES & J.A.PINARD	503	Boston, Mass.	Jn.M.Brooks	Lost 1892
CHARLOTTE W.MILLER	295	Waterford, Conn.	Benj.Stark Jr.	1918 WILLIAM H.DRAPER; scrapped 1924
COLLINS W.WALTON	450	Bath, Maine	Kelley, Spear & Co.	1914 COTTONFIELD; lost at Bermuda, 2 March 1915.
D. HOWARD SPEAR	547	Bath, Maine	Kelley, Spear & Co.	Foundered 33N, 77W, '11.
DAISY FARLIN	466	Bath, Maine	Kelley, Spear & Co.	Foundered 18 Nov.1919
DONNA T. BRIGGS	204	W.Mystic, Conn.	A. Irving	Sept.1916 lost Casco B.
DOUGLASS GREGORY	620	Dennisville, N.J.	Rich.S.Leeming	Foundered Aug.1898.
ELIZA J.PENDLETON	759	Belfast, Me.	C.P.Carter & Co.	Foundered 22 Feb.1906
ELLA G. BELLS	256	Rockport, Me.	Harkness & Bells	Wrecked 4 July 1906.
ELLA L. DAVENPORT	543	Bath, Me.	New England Co.	Foundered 1 Mar.1916
EMMA KNOWLTON	371	Rockport, Me.	Carleton, Norwood & Co.	Lost March 1911
ESTELLE	444	Bucksport, Me.	E.L.Beazley & Co.	1914 CONISCLIFFE; burned 7 April 1921 in 27-21N, 79-31W.
FLORA MORANG	254	Richmond, Me.	Geo.H.Theobald	Wrecked May 1905.
FRANK W. HOWE	573	Boston, Mass.	Wm. McKie	Lost Feb.1904, west coast.
GEORGE E.HOYT	570	Rockport, Me.	Carleton, Norwood & Co.	Lost 1893.
GEORGE E. DUDLEY	407	Madison, Conn.	Wm.S.Crossley	Foundered off Iceland'16.
GEO. E. VERNON	506	Boothbay, Me.	C.& G.M.Hodgdon	Abandoned Nov.1895.
GREENLEAF JOHNSON	390	Bridgeport, Conn.	A.J.Beardsley & Son	Scrapped 1920
HARLAND W. HUSTON	180	Bethel, Del.	Geo.K.Phillips & Co.	Fndrd.'13 as barge HERO.
HARRY & GRACE REYNOLDS	495	New Haven, Conn.	H.H.Hanscom	Lost Virgin Is.Jan'99.
HATTIE C. LUCE	335	Rockport, Me.	Carleton, Norwood & Co.	Foundered Jan'12
HENRY H.CHAMBERLAIN	246	Phippsburg, Me.	F.S.Bowker	Canadian'36; lost'37.
IRENE THAYER	276	Rockport, Me.	Carleton, Norwood & Co.	1892 lost Hatteras.
ISABELLA GILL	585	Baltimore, Md.	Wm.Skinner & Sn.	Missing Aug.1906.
J. PERCY BARTRAM	371	Bath, Me.	Kelley, Spear & Co.	Sold to Newfoundland '00.
JAMES BAIRD	391	Camden, N.J.	Jn.L.Mills	Foundered Jan.1899.
JAMES DAVIDSON	451	New London, Conn.	Jas.Davidson & Sn.	Barge 1913; scrapped'37.
JENNIE THOMAS	691	Camden, N.J.	Morris & Mathis	Abandoned 16 Nov.1908.
JENNIE R. TOMLINSON	166	Milton, Del.	Jas.P.Davidson	Lost April 1898.
JOHN PAUL	410	Franklin, Me.	J.P.Gordon	Foundered July 1914.
JOHN B. COYLE	685	Bath, Maine	Wm.Rogers	ROSEFIELD 1914; 1915 sold to Spanish owners and rn. J. LLUSA PUIG
JOHN H. BUTTRICK	627	Newburyport, Mass.	Geo.E.Currier	Lost 1903
JOHN H. CANNON	232	Baltimore, Md.	Brusstar Bros.	Lost Dec.1897.

1891, continued

JOHN S. DEERING	478	Bath, Maine	G.G.Deering	Foundered 5 March 1906
JOSEPH LUTHER	422	New London, Conn.	McDonald & Anderson	Lost 21 Jan 1901.
JOSEPH W. HAWTHORN	585	Bath, Maine	Morse Bros.	Foundered 14 Jan.1914
JULIA A. MARR	213	Calais, Maine	Rideout & Lord	Lost at sea Dec.1897
LAGUNA	385	Port Jefferson, N.Y.	J.M.Bayles & Son	Nov.1921 wrecked Cuba.
LEORA M.THURLOW	213	Bath, Maine	H.H.Donnell	Apr.1920 lost Mexico.
LEVIN J. MARVEL	183	Bethel, Del.	G.K.Phillips & Co.	Still going
LULIE L. POLLARD	541	Milton, Del.	C.C.Davidson	Burned at sea Oct.1908
MAGGIE M. KEOUGH	583	Milford, Del.	David Lank	Lost Nov.1908 as HOWARD COMPTON.
MARGARET A.GREGORY	206	Rockland, Me.	I.L.Snow & Co.	Lost 1894.
MARTHA T. THOMAS	789	Thomaston, Me.	Washburn Bros.	Lost 1903.
MARY E. ONYS	224	Bath, Maine	New England Co.	Wrecked 1 Jan.1920.
MARY H. BROCKWAY	467	Waterford, Conn.	Benj.Stark Jr.	Wrecked 4 Jan.1902
MAY & ANNA BESWICK	149	Milford, Del.	J.M.Abbott's Sns.	1922 rn JOSEPHINE WIMSATT; sold to W.Indies Nov.1939.
MILLIE R. BOHANNAN	686	Milford, Del.	J.M.Abbott's Sns.	Foundered 17 Feb.1919
NIMROD	293	Kennebunk, Me.	Geo.Christensen	Wrecked 19 Mar.1903
OLIVE T. WHITTIER	562	Rockland, Me.	G.A.Gilchrist	Lost June 1904.
PERCY W. SCHALL	239	Baltimore, Md.	Thos McCosker & Co.	Burned at sea Feb.1896.
RHODE ISLAND	718	E.Deering, Me.	Geo. Russell	1897 GLADYS; 1916 sold to Alicante; rn ALICANTE 1918.
RICHARD B. CHUTE	306	Waterford, Conn.	Jn.G.Porter	Wrecked Nov.1893
ROBERT C.McQUILLEN	464	New London, Conn.	E.H.Jones	Missing Dec.1909.
S. B. MARTS	552	Dennisville, N.J.	Lewis Edwards	Nov.1902 lost Hatteras.
S. G. HASKELL	681	Millbridge, Me.	Austin Dyer	Foundered Feb.1914
SYLVIA C. HALL	384	Bridgeport, Conn.	Wm.E. Hunt	Wrecked 18 March 1915
THOMAS WINSMORE	435	Milton, Del.	C.C.Davidson	Foundered 22 Dec.1915
THOMAS H. LAWRENCE	374	Boston, Mass.	R. Crosbie & Son.	Junked New Bedford 1943.
THOMAS J. SHYROCK	175	Bethel, Del.	G.K.Phillips & Co.	Register abandoned 1945.
TOFA	631	Bath, Maine	A.Sewall & Co.	Foundered 27 Sept.1915
VIATOR	778	Perry, Maine	J.B.Nutt	Lost 1905.
VILA Y HERMANO	327	Calais, Me.	Rideout & Lord	Sunk by steamer 1905.
WARWICK	610	Essex, Mass.	A.D.Story	Abandoned 1901; derelict.
WATERMAN A. TAFT JR.	448	Boston, Mass.	Wm.F.Green & Son	Lost Mexico Nov.1894.
WILLIAM CHURCHILL	432	New London, Conn.	Jas.Davidson & Son	Missing Nov.1904
WILLIAM H. SUMNER	572	Camden, Maine	I.Coombs & Co.	Wrecked 8 Sept.1919
WILLIAM T. PARKER	178	Milton, Del.	C.C.Davidson	Register abandoned 1935.

1890

ABBIE BOWKER	191	Phipsburg, Me.	F.S.Bowker	Wrecked Bahamas Nov.'18.
ADDIE P. McFADDEN	251	Bath, Maine	H.H.Donnell	Sold foreign 1921.
ADELE BALL	422	Milford, Del.	J.M.Abbott & Sns.	Lost Bahamas 3 May 1899
ALBERTINE ADONE	716	Bath, Maine	Kelley & Spear	Foundered April 1889.
ALMA CUMMINGS	522	Boston, Mass.	Wm. McKie	Lost at sea 8 Feb.1895
ALOHA	638	Bath, Maine	A.Sewall & Co.	Lost at sea 14 Jan.1899
ANNA PENDLETON	548	Millbridge, Me.	Austin Dyer	Missing 1904.
ANNA M. STANTER	419	Bath, Maine	E.S.Crosby	Capsized 1906.
BENJ. C. FRITH	888	Thomaston, Me.	Dunn & Elliot	Wrecked S.Car.28 June'09.
BERTHA LOUISE	231	Bath, Maine	Kelley & Spear	Missing Feb.1903
CACTUS	534	Bath, Maine	New England Co.	1905 rn MARK PENDLETON; lost on Cobb I., Va., 26 June 1918
CAROLINE C. FOSS	381	Franklin, Me.	J.P.Gordon	Lost 1899.
CARRIE E.LOOK	530	Rockland, Me.	Cobb Butler & Co.	Missing Dec.1916.
CARRIE T. BALANO	630	Thomaston, Me.	Washburn Bros.	1898 rn SEDGWICK; missing Feb.1902
CELIA F.	412	Brewer, Me.	S.H.Barbour	Lost off Cuba Jan.1915
CHARLES A.GILBERG	485	Columbia Falls, Me.	Leverett Strout	Foundered Nov.1911
CHARLES K.BUCKLEY	507	Millbridge, Me.	Austin Dyer	Lost 15 Apr.1914.

(to be continued)

IRON AND STEEL SAILING SHIPS BUILT IN GERMANY, CONTINUED FROM PAGE 108.

1892, contd.

PISAGUA	4m.Bark	2852	J.C.Tecklenborg, Ge.	F.Laeisz, Hm. Lost'13.
PLACILLA	4m.Bark	2845	J.C.Tecklenborg, Ge.	F.Laeisz, Hm.
OPTIMA		1900	Rederi A/S v.1898, hm.	Wrecked 18 Jan.1905, Haisbro.
SEESTERN	Bark	1517	Blohm & Voss, Hm.	T.T.Timboke, Hm.
SENATOR PETERSEN	Ship	1815	S.W.v.H.Koch, Lu.	A.H.Wappaus, Hm.
RODENBEK			Kuhr & Burchard, Hamburg	Missing 1908.
SUSANNA	Ship	1989	Blohm & Voss, Hm.	G.H.J.Siemers, Hm.
THEKLA	Ship	1995	Blohm & Voss, Hm.	G.H.J.Siemers, Hm.

1891

AGNES	3m.Sch		Schömer & Jensen, Tönning	Sauerland Gebr., Hm.
ALICE	Ship	2152	Bremer S/B Ges., Vegesack	D.H.Wätjen & Co., Br.
OMAHA		1913	Rhederei A/S v.1896, hm.	
ARIADNE	Ship	1785	A/S Neptun, Rostock	M.G.Amsinck, Hm.
BREMEN	3m.Sch	340	Joh.Lange, Vegesack	Seetzen Gebr., Hm.
CHRISTINE	4m.Bark	1978	J.C.Tecklenborg, Ge.	J.D.Bischoff, Br.
LENI		1906	T.C.Schramm, Hm.	
ELISE	Bark	923	S.W.v.H.Koch, Lu.	C.G.Beermann, Elsfleth
FRANZ	Bark	1098	S.W.v.H.Koch, Lu.	G.Eilers, Brake
FRIEDA MAHN	Bark	1369	A/S Neptun, Rostock	Helmuth Mentz, Rostock
BON PREMIER		1915	Soc.Gen.de Trans.Marit.a Vapeur,	Cherbourg
HAMBURG	3m.Sch	340	Joh.Lange, Vegesack	Seetzen Gebr., Hm.
HEBE	4m.Bark	2722	Blohm & Voss, Hm.	B.Wencke Söhne, Hm.
HELIOS	Bark	1307	Flensburger SB Ges, Fl.	Wachsmuth & Krogmann, Hm.
HINRICH	Bark	407	Schömer & Jensen, Tönning	J.A.Reinecke, Hm.
IRENE	Bark	1123	S.W.v.H.Koch, Lu.	Gebr.Hustede, Elsfleth.
LINA	Bark	496	Bremer SB Ges, Vegesack	F.Hilken, Vegesack
NESAIA	Ship	1790	Bremer SB Ges, Vegesack	Gildemeister & Ries, Br.
BARMEN		1922	Robert M.Loesener & Co.Ld.,	Hamburg Scrapped 1925
PAMPA	Ship	1777	A/S Neptun, Rostock	F.Laeisz, Hm.
PREUSSEN	Ship	1773	Blohm & Voss, Hm.	F.Laeisz, Hm.
POSEN		1902	F.Laeisz, Hamburg.	Lost 14 Oct.1909, S.Atlantic
RIGEL	Ship	1983	J.C.Tecklenborg, Ge.	J.A.Fritze & Co., Br.
SIRIUS	Ship	1834	J.Lange, Vegesack	Siedenburg, Wendt & Co., Br.
ALEXANDER ISENBERG		1910	J.C.Pflüger, Bremen	
WEDLE	3m.Sch	327	Tönning, Schömer & Jensen	M.Fischer, Veile, Den.

1890

ANNA RAMIEN	Bark	1320	S.W.v.H.Koch, Lu.	E.tom Dieck, Elsfleth
NORDWIND		1907	F.L.Sloman, Hamburg	
ARTEMIS	Bark	1463	Rostocker A/G, Rostock	M.G.Amsinck, Hm.
SIGETRA		1910	Carl Bech & Co.,	Tvedestrand
FIOL		1916	A/S Fido (Mathias Hansen, mgr),	Kristiansand
INDIANGIRL		1918	T.Torgersen, Tønsberg	Out of register 1925.
CHARLOTTE	Iron Bark	1308	Joh.Lange, Vegesack	Adolf Schiff, Elsfleth
PIETRINA		1918	D.Escobar y Cia.,	Buenos Aires
CONCORDIA	Iron Bark	1315	Joh.Lange, Vegesack	I.G.Lüboken, Elsfleth
J. C. GLADE	Bark	1488	Bremer SB Ges., Vegesack	J.C.Pflüger & Co., Br.
OCEAN		1905	Wilhelm & Sn.,	Brake
YUBA		1911	M.Nielsen,	Larvik
J.W.WENDT	Ship	1815	J.Lange, Vegesack	Siedenburg, Wendt & Co.
H.S.EVERETT (SS)		1921	Malaysian Nav.Co.,	Manila Engined at Osaka.
UNION		1928	Vincente Madrigal,	Manila
NEREIDE	Ship	1823	Bremer SB Ges, Vegesack	Gildemeister & Ries, Br.
PERA	Ship	1758	J.C.Tecklenborg, Ge.	F.Laeisz, Hm. Sunk'17.
STERNA	Bark	1482	S.W.v.H.Koch, Lu.	G.Bolte, Elsfleth.

1889

ANAKONDA	Iron Bark	1483	Germaniawerft, Kl.	Ed.Holtzapfel, Hm.
ANTIGONE	Iron Bark	1477	Germaniawerft, Kl.	M.G.Amsinck, Hm.
C. H. WATJEN	Steel Ship	1823	Bremer SB Ges, Vegesack	D.H.Wätjen & Co., Br
MARGA " "	Steel Bark	1074	S.V.v.H.Koch, Lu.	G.Eilers & Sn, Brake
FURST BULOW				
NAUTIK				
WESTFALEN			Wilhelm Hemsoth A/G, Emden	
MERIDIAN	Iron Bark	1476	Germaniawerft, Kl.	O.G.Gabel, Hm.
LETIZIA			L.Castellano, Naples	Scrapped 1935
NEREUS	Steel Ship	1834	Bremer SB Ges, Vegesack	Gildemeister & Ries, Br
PALMYRA	Steel Ship	1796	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost'08.
PARCHIM	Steel Ship	1808	J.C.Tecklenborg, Ge.	F.Laeisz, Hm. Scrapped'25.
POTSDAM	Steel Bark	1463	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost 1891.
SELENE	Steel Bark	1319	Rostocker A/G, Ro.	Wachsmuth & Krogmann, Hm.
SENATOR VERSMANN	Steel Ship	1343	Rostocker A/G, Ro.	A.H.Wappäus, Hm.
SACHSEN			J.Vinnner & Co., Lisbon (German flag)	
PORTUGAL		1916	Orlando de Mello do Rego, Lisbon	
SIAM	Iron Ship	1755	Joh.Lange, Vegesack	D.Cordes & Co., Bremen
TITANIA	Iron Bark	1108	Bremer SB Ges., Vegesack	C.Neynaber, Elsfleth

1888

NAJADE	Steel Ship	1752	J.C.Tecklenborg, Ge.	Red.Visurgis A/G, Br.
NECK	Iron Ship	1862	Bremer SB Ges, Veg.	Gildemeister & Ries, Br.
PAMELIA	Steel Bark	1442	Blohm & Voss, Hm.	F.Laeisz, Hm. Scrapped'28.
PERGAMON	Steel Bark	1447	Blohm & Voss, Hm.	F.Laeisz, Hm. Missing'91.

1887

DREHNA "	Iron Ship	1504	Bremer SB Ges., Veg.	D.H.Wätjen & Co., Br.
G. H. WAPPÄUS	Iron Bark	1270	Flensburger SB Ges., Fl.	A.H.Wappäus, Hm.
GULDREGN		1905	H. Hansen, Lillesand	
POTRIMPOS	Steel Bark	1273	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost 1896.
PROMPT	Steel Bark	1445	Blohm & Voss, Hm.	F.Laeisz, Hm. Scrapped'36.
THALIA	Iron Bark	1464	A/G Neptun, Rostock	B.Wencke Söhne, Hm.

1886

ATALANTA	Bark	1093	Germaniawerft, Kl.	M.G.Amsinck, Hm.
FERDINAND FISCHER	Iron Ship	1782	Flensburger SB Ges, Fl.	A.Bunnemann, Br.
GUDRUN	Iron Bark	1476	Rostocker A/G, Ro.	C.M.Matzen, Hamburg
JULIO TEODORO	Iron Bark	1251	Flensburger SB Ges., Fl.	Bahr Gebr., Hm.
DORADE		1912	Joh.J.Hassel, Risør.	Lost 1919.
LILLA	Iron Bark	1125	A/G Neptun, Rostock	F.Th.Eckhusen, Hm.
NIXE	Iron Ship	1720	H.F.Ulrichs, Vegesack	Gildemeister & Ries, Br.
RICHARD WAGNER	Iron 4m.Bk	2084	J.C.Tecklenborg, Ge.	Builder
HERA		1886	B.Wencke Söhne, Hamburg.	Lost c.1914

1885

ANNA	Iron Bark	1138	Germaniawerft, Kl.	C.M.Matzen, Hm.
BIRMA	Iron Bark	1550	Joh.Lange, Vegesack	D.Cordes & Co., Br.
MARYETTA		1905	Brandsgaard, Johann; Drammen	Foundered Nov.1914
HEDWIG	Steel Bkta	353	G.Howaldt, Kiel	C.Sodermann, Barth
J. C. JULIUS	Iron Bark	1183	A/G Neptun, Rostock	J.Hintze, Hm.
LUNA	Iron Bark	846	Germaniawerft, Kl.	Wachsmuth & Krogmann, Hm.
MOEWE	Iron Bark	1130	Germaniawerft, Kl.	Gebr.Hustede, Elsfleth
PAPOSO	Iron Bark	1062	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost 1918.
PLUS	Iron Bark	1359	Blohm & Voss, Hm.	F.Laeisz, Hm. Lost 1933.
POLYMNIA	Iron 4m.Bk	2129	Blohm & Voss, Hm.	B.Wencke Söhne, Hm.
URSULA	Iron Ship	1497	H.F.Ulrichs, Vegesack	D.H.Wätjen & Co., Br.

1884

ELIZABETH		Iron	Bark	860 Germaniawerft, Kl.	C.M.Matzen, Altona
	JULIUS PALM			R. .Palm, Malmö	
EUROPA		Iron	Bark	1256 Blohm & Voss, Hm.	Siemsen & Co.
KRIEMHILD		Iron	Bark	831 Germaniawerft, Kl.	C.M.Matzen, Altona
LIBUSSA		Iron	Ship	1783 Flensburger SB Ges, Fl.	J.C.Pfluck, Hm.
	STRASBOURG		1893	A.D.Bordes et fils, Dunkirk.	Scrapped 1914
MERCATOR		Iron	Bark	833 Germaniawerft, Kl.	H.Hoh & Co., Blankenese
PESTALOZZI		Iron	Bark	1062 Blohm & Voss, Hm.	F.Laeisz, Hm.
	CLAUDIA		1919	R.K.Bager, Marstal	
	PESTALOZZI		1934	Gustaf Erikson, Mariehamn	Scrapped 1937.
SENTA		Iron	Bark	1061 Blohm & Voss, Hm.	J.J.Breckwoldt, Blknese
	NUMBER THREE		1896	(barge) USA	
	SUPPER FIDELIS			(barge) Sipsey Barge & Towg.Co.	Register abnd.1928
SOLIDE		Iron	Bark	900 J Lange, Vegesack	Gebr.Hustede, Elsfleth
	DAGMAR		1906	Hjalmar Knudsen, Lillesand	

1883

PIRAT		Iron	Bark	1053 Blohm & Voss, Hm.	F.Laeisz, Hm.
	MANORA		1909	M. Brunsgaard, Drammen	

1882

AURORA		Iron	Bark	1079 Blohm & Voss, Hm.	M.G.Amsinck, Hm.
BANCO MOBILIARO		Iron	Bark	1086 Blohm & Voss, Hm.	H.Fölsch & Co., Hm.
PARSIFAL		Iron	Bark	1075 Blohm & Voss, Hm.	F.Laeisz, Hm. Lost c.1886.

1881

ADELAIDE		Iron	Ship	1317 H.F.Ulrichs, Vegesack	D.H.Wätjen & Co., Br.Lost 1900

1880

FLORA		Iron	Bark	996 Blohm & Voss, Hm.	M.G.Amsinck, Hm.

1879

OKEIA		Iron	Bark	721 Flensburger SB Ges, Fl.	Eug.Cellier, Hm.
SCHILLER		Iron	Bark	1261 H.F.Ulrichs, Vegesack	D.H.Wätjen & Co., Br.

1878

ANTARES		Iron	Ship	1145 H.F.Ulrichs, Vegesack	W.A.Fritze & Co., Br.
	JUNO		1906	C.Bech, Tvedestrand.	Submarined June 1917
ARCTURUS		Iron	Ship	1145 H.F.Ulrichs, Vegesack	W.A.Fritze & Co., Br.
COPERNICUS		Iron	Ship	1235 Reihersteig S/W, Hm.	R.M.Sloman, Hm.
KEPLER		Iron	Ship	1235 Reihersteig S/W, Hm.	R.M.Sloman, Hm.
LEVUKA		Iron	Bark	448 C.H.Kraus, Harburg	H.F.A.Evers, Hm.
	VINCENZIO			Giuseppi Esposito, Castellamare	
	UNION				
	LEVUKA		1903	O.Th.Bjordan, Kragerö	
	ERRICUCCIO		1912	A.Camolia, Torre del Greco	
MUSCA		Iron	Bark	720 H.F.Ulrichs, Vegesack	J.H.Hustede, Elsfleth
	ELDA		1893	Chr.Miller, Kristiania.	Wrecked Nov.1903
NAUTILUS		Iron	Bark	745 Reihersteig S/W, Hm.	A.H.Arnold, Brake
NIAGARA		Iron	Bark	732 Reihersteig S/W, Hm.	A. Loff, Altona
PHÖNIX		Iron	Bark	714 Flensburger SB Ges, Fl.	N.J.Outzen, Sönderho.
THALIA		Iron	Ship	1092 Flensburger SB Ges, Fl.	J.C.Pflugk, Hm.
URANIA		Iron	Ship	1181 Reihersteig S/W, Hm.	B.Wencke Söhne, Hm.

1877

CONSTANZE		Iron	Ship	1004 Flensburger SB Ges, Fl.	Gebr.Hustede, Elsfleth
DIONE		Iron	Bark	664 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.
EXCELSIOR		Iron	Bark	648 Reihersteig S/W, Hm	Berend Roosen, Hm.
FÜRST BISMARCK		Iron	Bark	992 A/G Weser, Br.	Fritze & Gerdes, Br.
	BELLVILLE				
INDRA		Iron	Bark	717 Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.
KAISER WILHELM		Iron	Ship	992 A/G Weser, Br.	Fritze & Gerdes, Br.

(continued on next page)

1877 (continued)

PEIHO	Iron	Bark	448	H.F.Ulrichs, Vegesack.	Gildemeister & Ries, Br.
REGULUS	Iron	Ship	1145	H.F.Ulrichs, Vegesack	W.A.Fritze & Co., Br.
SCHIFFSWERFT	Iron	Ship	905	Flensburger SB Ges., Fl.	F.W.Selck, Flensburg.
LUIGIA				Luigia Sanguinetti, Spezia	
SOPHIE	Iron	Bark	499	Reihersteig S/W, Hm.	August Bolten, Hamburg
VENUS				Rederi A/S J.P.Holm, Nordby-Fanø,	
WEGA	Iron	Ship	1145	H.F.Ulrichs, Vegesack	W.A.Fritze, Bremen

1876

ANNA CECILIA	Iron	Bark	355	Flensburger SB Ges, Fl.	Agent Fischer, Apenrade
ASANTE	Iron	Brig	302-N	H.F.Ulrichs, Vegesack	Herr Bagelmann
MELPOMENE	Iron	Ship	1061	Reihersteig S/W, Hm.	B.Wencke Söhne, Hm.
SPICA	Iron	Bark	947	H.F.Ulrichs, Vegesack	W.A.Fritze, Br.

1877

ARGO	Iron	3m.-	1015	Reihersteig S/W, Hm.	M.G.Amsinck, Hm.
CAPELLA	Iron	Bark	947	H.F.Ulrichs, Vegesack	W.A.Fritze, Br.
DORIS BRODERSEN	Iron	Ship	679	Flensburger SB Ges., Fl.	A/S Nordby, Nordby-Fanø
ELLA	Iron	Bark	464	Reihersteig S/W, Hm.	C.Woermann, Hm.
HERMANN	Iron	Ship	877	A/G Weser, Br.	Fritze & Gerdes, Br.
MARGARETHA GAISER	Iron	Bktn	387-N	Flensburger SB Ges, Fl.	G.L.Gaiser, Hm.
THALASSA	Iron	Bark	700	Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.
WILHELMINE	Iron	Ship	877	A/G Weser, Br.	Fritze & Gerdes, Br.

1874

POLYNESIA	Iron	Ship	1014	Reihersteig S/W, Hm.	F.Laeisz, Hm. Lost 1890.

1873

ADOLPH	Iron	Bark	581-N	C.H.Kraus, Harburg	Aug.Bolten, Hm.

1871

HERCULES	Iron	Bark	561-NT	C.H.Kraus, Harburg	C.Paulsen, Elsfleth

1870

DOROTHEA	Iron	Bark	1033	Reihersteig S/W, Hm.	C.Woermann, Hm.
EUROPA	Iron	Bark	1033	Reihersteig S/W, Hm.	M.Arnesen & P.Siemsson, Hm.
GUSTAV ADOLPH	Iron	Bktn	319-N	Reihersteig S/W, Hm.	H.H.Schwank, Hm.
JOHANNES u.EMELIE	Iron	Bark	318	Reihersteig S/W, Hm.	C.Woermann, Hm.
MOLTKE	Iron	Ship	880	Reihersteig S/W, Hm.	Fritze & Gerdes, Br.

1869

FORTUNA	Iron	Bark	978	Reihersteig S/W, Hm.	M.Arnesen, Hm.
SELENE	Iron	Ship	c.950	Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.

1868

AUGUSTA	Iron	Bark	c.410	Reihersteig S/W, Hm.	A.Alm, Tønsberg
BALTIC	Iron	Bark		Matzen, Sonderburg (built about 1868)	
DORETTE	Iron	Ship	878	Reihersteig S/W, Hm.	P.de Voss & C.L.Melosch, Al-
WAIMEA		1874	New Zealand Shipping Co.		Lost 1902. tona
JOHANN CAESAR	Iron	Bark	408	Reihersteig S/W, Hm.	J.C.Goddefroy & Sn., Hm.
PETER GODDEFROY	Iron	Bark	410	Reihersteig S/W, Hm.	J.C.Goddefroy & Sn., Hm.

1867

HELENE DONNER	Iron	Ship	738	Reihersteig S/W, Hm.	Etatsrad Donner, Altona.
UNDINE	Iron	Ship	786	Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.

1866

HELIOS	Iron	Ship	735	Reihersteig S/W, Hm.	Wachsmuth & Krogmann, Hm.

1865

EUGENIE	Iron	Ship	712	Reihersteig S/W, Hm.	A/S Eugenie, Sandefjord.
FLOTTBEK	Iron	Bark	544	Reihersteig S/W, Hm.	
PROFESSOR				F.Laeisz, Hm.	Lost Feb.1898, New Caledonia.

1861

PRINZ ALBERT	Iron	Ship	602	Reihersteig S/W, Hm.	R.M.Sloman, Hm.

1858

DEUTSCHLAND	Iron	Ship	867	Reihersteig S/W, Hm.	Hm.Amer.Pak.A/G, Hm.

(for earlier German-built iron vessels see page 105)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER ELEVEN 121 MARCH 1952

TWO CONTINENTAL MARINE MUSEUMS

The admirable Musee de la Marine, which before World War II was in a somewhat obscure wing of the Louvre, is now handsomely housed in a part of the Palais de Chaillot, on the site of the old Trocadero and commanding a noble view of the city of Paris. The decision to move from the Louvre was actually made in 1937, but owing to the war and the storage of part of the collection outside Paris, the move was not completed until 1943. Then the galleries assigned to the museum were used for a year by the United Nations Organization, and the re-installation of the marine collection was not complete until 1950.

There are over 1250 items on display, the largest number of which relate to the French Navy. In addition, however, there are significant representations of the French merchant marine, fishing and pleasure craft, exploration, the history of navigation, and primitive craft. The great glory of the museum is doubtless its collection of naval models, including galleys, sailing vessels, and modern warships.

An exhibition of marine archeological work carried on at Tyre was of great interest. Since its Louvre days, the collection has been very much spruced-up; models are in good condition and the pictures well hung.

In addition to the collection on display, the museum has a large number of pictures and models as well as a library of books and documents which are not shown to the general public, but which are available to researchers. A numerical catalogue of these holdings exists, and some idea of their number is to be gained from the fact that the file of photographs covering the total holdings of the museum runs to some 15,000.

Working closely with the Musee de la Marine is L'Association des Amis des Musees de la Marine (there is also a marine museum at Toulon), which was founded in 1930. It issues Neptunia (a handsome journal devoted to naval history) and Le Triton (primarily for model builders) thrice a year. It has also published an important series of reproductions of important books and pictures in the museum as well as plans of galleys, sailing warships, and modern French men-of-war for the use of model builders.

In Barcelona, the Museo Maritimo is, appropriately enough, housed in the cavernous Atarazanas, or naval arsenal, dating back to the 14th Century. Some of the huge vaulted halls have been left in their original state, but others have undergone modernization to fit them better for museum purposes. The museum contains extensive exhibitions of Catalonian naval architecture and shipping from the Middle Ages to the present. There is an impressive array of naval ship models of the 18th and early 19th Centuries.

Paintings, photographs, and models of both sail and steam merchant fleets of the 19th and 20th Centuries are grouped together with the portraits of the men who built and owned them in such a way as to give an unusually clear idea of the structure of the Catalonian shipping business. One gallery is devoted to the fishing craft and fishing villages of the coast of Catalonia, and contains interesting models, photographs, and plans.

The Museo Naval in Madrid has been moved from its former location near the Royal Palace to the headquarters building of the Ministry of Marine just off the Prado. On the day that I finally located it the museum was closed, and although I was graciously invited to return manana, I was unable to get back to see it.

Northbound out of Spain, I spent part of an afternoon at the Basque town of St. Jean de Luz, just across the border in France. In the church of St. Jean, there is an interesting votive model of a side wheel steamer, complete with smoke issuing from the stack, suspended from the ceiling of the nave.

JOHN HASKELL KEMBLE
August 1951

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THE SHIPBUILDERS OF THOMASTON (continued from page 90)

XI. CAPTAIN CHARLES E.RANLETT

We have already told a little of the career of Capt.Ranlett in discussing Chapman & Flint (LC, v.2, p.73), and his reminiscences were published in 1942 by the Penobscot Marine Museum under the title "Master Mariner of Maine." Charles Everett Ranlett was born at Montville, Me., in Nov.1816, the son of John Ranlett, a blacksmith from Gilmanton, N.H., and Cynthia Everett of Rutland, Vt. John Ranlett died in Dec.1819, and Cynthia Ranlett taught school at Camden, Me., from 1821 to 1827, when she married Joseph Watts of St. George. Charles Ranlett thus became Samuel Watts' step-brother.

In 1830 young Charles shipped as cook in the 100-ton schooner FAIR TRADER, and the following summer as cook in the 98-ton sloop JANE. Service in other coasters followed, and in 1836 he made his first deep-water voyage in the brig LYGONIA, whose mate was Joseph Burgess, later a founder of the firm of Snow & Burgess. In 1837 Ranlett bought 1/8 of the schooner WALDOBORO, for $550, but he lost her off the Georgia coast, bound to Mobile. He then took the 54-ton schooner GEORGE & JAMES from Boston to Mobile, in an unsuccesful attempt to enter the lighterage business, and in 1838 and 1839 commanded the brig ANN MARIA and schooners CORAL and EXTIO.

In 1841 Ranlett built the bark ALABAMA with Chapman & Flint, sailing her for 3½ years, and then spent a year commanding the Bost-N.Orleans packet KENTUCKY. In 1846 he took the MILTIADES, which he commanded for 15 months. His next command was the IONIAN of 1849, in which he was the first master from the Georges River to round the Horn, leaving Boston 19 Oct.1850 for the Pacific after two trips to New Orleans. In 1852 he turned the IONIAN over to a new master, and then built the ORACLE, bringing John McDonald down from Boston.

Captain Ranlett sailed the ORACLE till 1856, and then severed his connection with Chapman & Flint. In 1857 he joined John Small and Oliver W.Jordan (Ranlett's brother-in-law) in building the 1048-ton ship HOLY ROOD, to be commanded by Capt.Samuel C. Jordan, and in 1859 he built the 136-ton schooner NAUTILUS at Thomaston. Anticipating Donald MacMillan's BOWDOIN by two generations, Ranlett took 20 Bowdoin and Williams students to Labrador and Greenland in the NAUTILUS in 1860. Mrs.Packard's "Town That Went to Sea" has a chapter on this cruise. During the next three years, Capt.Ranlett stayed ashore, serving in 1862 as a selectman of Thomaston, and representing the town in the Maine Legislature in 1863. On 25 Nov.1863, Capt.Ranlett launched the 654-ton bark SUNBEAM at Thomaston. She has two claims to distinction, first that she was rigged with wire imported from England, being the first vessel built in Maine to be rigged with wire, and second that one man built her, owned her, and commanded her. Captain Ranlett sailed her for a year and a half, as described in two chapters of Mrs. Packard's book, and then sold a half interest to Capt.Samuel C.Jordan, retired from the sea, and moved to Auburndale, Mass.

Capt.Ranlett returned briefly to the sea in 1868, when he had David Clark build him the 874-ton bark ASTERIAS at Kennebunkport. He took her new from the stocks, but soon turned her over to his mate, and the bark was lost by explosion two days after sailing from Cardiff with a coal cargo for Hong Kong. The rest of Capt.Ranlett's days--he lived to be nearly 101-- were spent ashore.

XII. CAPTAIN HARVEY MILLS

Harvey Mills was born at St.George, Me., in August 1817. Matthews' "American Merchant Ships" gives a brief biography of him, and Mr.S.W.Lewis of Lancaster, Mass., his grand-nephew, has furnished us with additional material. Like most Thomaston boys, Mills went to sea at the age of 12, and he rose to command by 25. In 1853-4 he had the JAMES NESMITH, of which he owned 1/8; and he also commanded the FRANKLIN KING in this period. Later he was associated with Samuel Watts (who married his sister, Clarissa Mills) and commanded a succession of Watts vessels, including COL.ADAMS, MONTPELIER, H.L.RICHARDSON, SAMUEL WATTS, and ELIZA Mc NEIL. He owned 7/32 of the COL.ADAMS, which he turned over to Capt.Edward Watts. This vessel was transferred to British registry during the Rebellion, requiring that a man with British papers be installed as nominal master. Capt.Watts and the titular master failed to get along, so Capt.Mills had to go out to Callao and bring the ship back. In 1873, Capt.Harvey Mills retired from the sea, turning the ELIZA McNEIL over to his son Warren, and the following year, in association with J.A.Creighton, he built the ship JOSEPH S.SPINNEY at Thomaston.

In 1876 Capt.Mills built the ship HARVEY MILLS, 2186 tons, (continued on p.125)

THE CHESAPEAKE RAM

In the lead story in No.4 of this volume of LOG CHIPS, we referred at some length to the Chesapeake ram, a couple of which were operated by Johnson & Wimsatt of Washington, describing the type as "a three-masted, baldheaded, narrow, shoal, slab-sided centerboard schooner with a spike bowsprit." We might also have added "flat-bottomed" and "shovel-sterned" to the description.

Not much has been published on the type. There was an article by E.P.Duffy in the Baltimore "Sunday Sun" of 1 Aug.1909, which did little more than list the 25 or so that had been built up to that time; R.H.Burgess had a good account in "Chesapeake Skipper" for March 1948; and J.F.Doutty included the ram in his recent paper on "Chesapeake Sailing Vessels" before the local Society of Naval Architects & Marine Engineers. The ram as known on the Chesapeake was an adaptation to the locks of the old Chesapeake & Delaware Canal, and it seems possible therefore to go to the Delaware to trace the origins of the type.

Radiating out of Philadelphia, in the early part of the 19th Century, were several canal systems. The canalized Schuylkill River brought anthracite coal to the port of Philadelphia; the Delaware & Raritan linked the Delaware with New York Bay. From Trenton to Philadelphia on this route was a good many miles of open river, where a vessel could be handled expeditiously under sail; on the canals, of course, it would be towed by mules. The same type of craft suitable for the Delaware & Raritan Canal would also do for the Chesapeake & Delaware Canal, working under sail from Philadelphia to Delaware City, towing through to Chesapeake City, and then proceeding under sail down the Bay.

Possibly representative of some of the early canal craft was the schooner LULU M. QUILLIN, 129 tons. She was originally the barge READING R.R.No.34, built at Hamburg, Pa.(on the Schuylkill between Reading and Pottsville), in 1863. About 1883 she was refitted as a schooner out of Seaford, Delaware, which is on the Nanticoke, a tributary of the Chesapeake. She measured 106 x 19.1 x 8.6 feet, which gives a rough block coefficient (gross tonnage divided by product of length x beam x depth) of .75. Presumably the 19.1-ft beam of the LULU M.QUILLIN represents the limiting width permissible in the Schuylkill lock system; the C.& D., and apparently also the D.& R. had 24-ft locks. There is evidence that by the 1870's schooners were being built with the full allowable beam of these systems, the following being examples:

Name	Year	Place	Builder	Tons	Length	Bm.	Dpth.	Coeff.
HATTIE E.GILES	1874	Lewesville, Del.	A.J.Horsey	135	110.5	23.7	7.5	.69
JOHN A.CURTIS	1874	Laurel, Del.	W.R.McIlvain	155	111.2	23.6	8.5	.69
C	1881	Bridgeton, N.J.	W.H.Phillips	138	123.8	23.8	6.4	.72
BEULAH LAND	1882	Bridgeton, N.J.	M.Huling	165	122	23.7	8	.72
EDNA A. POGUE	1883	Cedarville, N.J.	Claypoole	162	121	23.8	8.2	.69
ANNIE E.RUDOLPH	1884	Camden, N.J.	McDonnell	195	116.7	23.8	8	.88
VIOLA W.BURTON	1885	Camden, N.J.	L.Burton	125	95	24	7.1	.78
BERTIE & MAUD	1887	Camden, N.J.	S.W.Tilton	191	138.5	23.7	7.5	.78

Of these, all were three-masters but BERTIE & MAUD, which was a four-master. Laurel, where JOHN A CURTIS was built, is on Broad Creek, a tributary of the Nanticoke; HATTIE E.GILES seems also to have been built on the Chesapeake watershed, as Laurel was her home port and Seaford her port of registry; Lewesville apparently is not near Lewes. The others were built on the Delaware watershed, and BEULAH LAND, C, and EDNA A.POGUE all had sharp sterns; something like bugeyes. HATTIE GILES, as shown by a photo now in the Mariner's Museum, had a conventional schooner rig with topmasts, and her block coefficient indicates that she was a conventional model.

What all accounts agree was the "first" ram was the J.DALLAS MARVIL, built at Bethel, Del., on the Nanticoke, in 1889 by G.K.Phillips & Co.for Capt.Wm.J.Eskridge. Capt.Eskridge owned 1/16, as did the builders; Joshua H.Marvil of Laurel owned 7/16, four other Sussex County men also owned shares, and 1/16 was owned by Wm.B.Higgs & Co.of Baltimore. The partners in Geo.K.Phillips & Co. were G.K.Phillips, W.T.Moore, and John M.C.Moore, who was the master builder; G.K.Phillips had owned 1/16 of the HATTIE E.GILES, 15 years before.

A long series of similar vessels followed the J.DALLAS MARVIL, as given in the table on the next page.

J. DALLAS MARVIL	1889	Bethel, Del.	J.M.C.Moore	160	112.8	23.6	7.4	.83
EDNA & EMMA	1890	Baltimore, Md.	McCosker	182	119.7	22.5	8.2	.82
THOMAS J. SHYROCK	1891	Bethel, Del.	J.M.C.Moore	173	117.4	23.7	7.7	.82
CHARLES T. STRANN	1891	Sharptown, Md.	G.K.Phillips	215	125.2	23.8	8.9	.82
HARLAND W.HUSTON	1891	Bethel, Del.	J.M.C.Moore	180	125.2	23.6	7.4	.82
LEVIN J. MARVEL	1891	Bethel, Del.	J.M.C.Moore	183	125.5	23.8	7.5	.82
LIZZIE A. WILLIAMS	1892	Bethel, Del.	J.M.C.Moore	188	125	23.7	7.5	.84
GRACE G. BENNETT	1893	Bethel, Del.	J.M.C.Moore	210	135.5	23.9	7.8	.83
CLARENCE A. HOLLAND	1893	Bethel, Del.	J.M.C.Moore	200	126.5	23.9	8.2	.81
JAMES H. HARGRAVE	1893	Sharptown, Md.		184	128	23.6	9.8	.62
AGNES S. QUILLIN	1894	Bethel, Del.	J.M.C.Moore	197	126.5	23.9	7.8	.83
IVY BLADES	1894	Bethel, Del.	J.M.C.Moore	234	134.8	23.9	8.8	.84
IDA E. COMLY	1894	Bethel, Del.	J.M.C.Moore	208	133.8	23.8	7.6	.86
MABEL & RUTH	1896	Bethel, Del.	J.M.C.Moore	190	125.3	23.8	7.6	.84
JENNIE D. BELL	1898	Bethel, Del.	J.M.C.Moore	194	128.4	23.7	7.7	.83
SAM'L T. BEACHAM	1898	Baltimore, Md.	J.S.Beacham	185	121	23.7	8.2	.78
EDWIN & MAUD	1900	Bethel, Del.	J.M.C.Moore	208	126.5	23.8	8.6	.80
MARIE THOMAS (aux)	1906	Milton, Del.	G.E.Megee	122	96	23.9	6.5	.82

Of the above, EDNA & EMMA, MABEL & RUTH, SAM'L T.BEACHAM, and MARIE THOMAS are not on Duffy's list; yet only SAM'L T.BEACHAM, along with the Sharptown-built JAMES H. HARGRAVE, has a block coefficient (computed on the basis of gross tonnage and registered dimensions) of less than .80. All the Phillips rams were obviously built from the same, or very similar models, fuller than anything that had preceded them with the possible exception of the ANNIE E.RUDOLPH.

As to rig, it appears that all these schooners were three-masted baldheaders, except for the JAMES H.HARGRAVE, which sported a fore topmast. The ram model was both narrow and shoal compared with the conventional schooner, being limited by both the width of the canal locks and the depth of water, so that it was not suited to standing up under a lofty rig. The sails were cut to have as low a center of effort as possible, the headsails being short in the foot, and the foresail boom horsed down and aft toward the foot of the mainmast, barely clearing the forward deckhouse.

It was probably the Albemarle & Chesapeake Canal that limited the draft of the rams. The "Coast Pilot" for 1885 speaks of the silting up of Hatteras Inlet, through which the pine lumber cut around Pamlico and Albemarle Sounds had formerly gone to market. The 40-ft wide locks of the A & C Canal could take vessels up to 7-ft draft, and the development of the ram type meant that sizeable cargoes of lumber could be carried all the way under sail from Beaufort, N.C., to Philadelphia.

At a slightly later period, the growing consumption of lumber in Baltimore and other Chesapeake ports made it feasible to build even larger three-masters of ram type, too beamy for the C & D Canal, but correspondingly more seaworthy. These included the following:

ALVERDA S. ELZEY	1899	Bethel, Del.	J.M.C.Moore	283	135.9	28.5	8.3	.89
GEORGE F. PHILLIPS	1901	Bethel, Del.	J.M.C.Moore	270	130	28.3	8.4	.88
MARGARET H.VANE	1901	Madison, Md.	J.W.Brooks	246	126.4	28.3	8.9	.77
HARRY K. FOOKS	1902	Bethel, Del.	J.M.C.Moore	276	131	28.2	9.2	.82
WM. THOS. MOORE	1902	Bethel, Del.	J.M.C.Moore	291	134.3	28.8	10.1	.75
VICTOR C.RECORDS	1902	Sharptown, Md.	Sauerhoff	293	136.5	28.3	9.7	.78
EDWARD R. BAIRD JR.	1903	Bethel, Del.	J.M.C.Moore	279	132	28.3	9.8	.76
ANNA M. HUDSON	1904	Bethel, Del.	J.M.C.Moore	338	133.5	31.8	10	.80
JOSEPH P. COOPER	1905	Sharptown, Md.	Sauerhoff	315	150.4	28.2	10.2	.73
JUDGE PENNEWILL	1906	Bethel, Del.	J.M.C.Moore	439	155	34.5	12.2	.68
ALBERT W. ROBINSON	1907	Sharptown, Md.	Sh'town MR	498	163	34.7	12	.74
RICHMOND	1909	Sharptown, Md.	Sh'town MR	288	135.3	26.5	9	.89

Unlike the 24-ft beam rams, and the schooners listed on the previous page, the above were classed in the "Record" as "Bay & coastwise," rather than "Canal" or "Bay, sound & inland." The PENNEWILL and ROBINSON were four-masters, the latter having a full topmast rig. The COOPER had a fore topmast and jibboom; she spent her first years as a New York-Miami packet in the service of Benner & Co., and according to LCDR J.J.L.Parker was the only ram to cross the Atlantic, taking a

cargo of keg staves from New Orleans to Spain in the winter 1916-7 and returning with salt.

There is a good deal of mystery about the origin of the term "ram" as applied to these schooners. Burgess quotes a story attributing the origin to a casual phrase by a Chesapeake City ship chandler named Billy Borwick, much as chance remarks have similarly been credited with originating the terms "schooner" and "bugeye." Duffy, however, names Capt.Andrew Hubbard as the coiner of the name; and as Hubbard is supposed to have seen the first one coming down the Nanticoke River he takes priority over Bortnick, who could not have seen her till she reached the canal. Certainly the term "ram" was in general use by 1902, as the Nautical Gazette applies it on 14 August to the WM. THOS. MOORE, then in port at New York.

A couple of years earlier, however, the Gazette had referred to car floats as"harbor rams", and it seems likely that the term "ram" was in rather wide use at the time in a somewhat derogatory sense. In all probability this reflects public reaction to the USS KATAHDIN, the only vessel of the U.S.Navy officially designated a "ram" since Civil War days. She was built at the Bath Iron Works in 1891-2 to the designs of the retired RAdm Daniel Ammen, and to the accompaniment of much controversy in the public press. In spite of the claims of the designer and his friends, the KATAHDIN proved worthless as a fighting ship, and the application of the designation "ram" to other vessels must have carried a derisive connotation.

The last ram built was the following:

GRANVILLE R. BACON 1911 Bethel, Del. Bethel MR 385 133.6 31.6 11.8 .78

which, like the others of her size, was engaged mostly in the coasting trade outside the Bay. Before taking leave of the ram, however, we would like to record the particulars of two barges whose measurements indicate they navigated the C & D Canal, and show the extremes to which Bay builders went in producing canal craft:

ISABELL	1902	Elkton, Md.		428	183.8 23.9 10.9	.90
FLORENCE ELLIOTT	1917	Seaford, Del.	Delaware SB	455	201.9 23.6 10.7	.89

These two are typical of many other barges that were obviously built to use the Chesapeake-Delaware waterway, although FLORENCE ELLIOTT was towed farther afield, as it is recorded that she was lost at New Haven, Conn., in November 1924.

** *** **

HARVEY MILLS (continued from p.122)

an enlarged version of the SPINNEY by virtue of 6" more beam and 2' more depth on the same length. It is generally stated that the HARVEY MILLS was built by Mills & Creighton, but according to the Portland "Argus" she was launched on 4 Sept.1876 by John Hilt, master builder, in O'Brien's yard for Mills & Co. Capt. Harvey and his son owned the controlling interest, 3/8 by Harvey and 9/64 by Warren; Burgess, O'Brien & Co.had 6/64, but there was no Creighton interest.

Lubbock in "Downeasters" states that a man was killed in launching the HARVEY MILLS, but there is no mention of this in the "Argus" and no memory of it in Thomaston. The new ship was chartered to take cotton from Port Royal, S.C., to Liverpool, and was the largest vessel that had ever loaded in a Southern port.

Unfortunately she took fire when nearly ready for sea, and was saved only by the exertions of the USS HURON and various fire companies ashore. On 4 Jan.1877 two of her crew were suffocated while at work in the chain locker. The Washington Fire Engine Co.of Beaufort libelled the ship on 22 January and were followed the next day by practically every interest that had a hand in saving the ship. She was finally taken to New York, and was sold at auction there early in April, Capt.Snow bidding her in for the owners for $69,000.

The HARVEY MILLS then went into the Cape Horn trade. In 1882 she sank the British bark ITA in the Celtic Sea, and was held liable, so again she was sold at auction and once more bought back by her owners. She was finally lost on a voyage from Seattle to San Francisco in Dec.1886, with only 3 survivors.

It is told of Capt.Harvey Mills that at sea he climbed to the truck of a different mast each day, partly for exercise and also to see that the mate was doing his job. He was clever with his hands, and built beautiful ship models, his wife helping with the sails. Once he lost a tooth at sea and replaced it with one whittled out of an ivory nut.

Captain Mills was married three times, his first wife dying aboard ship in the U. K.after arriving from Callao. He died in August 1894.

XIII. SOME OTHER BUILDERS

In this series we have covered all but a handful of the vessels built in Thomaston after 1870. H.M.Bean built several schooners at Tenants Harbor, at the entrance to the Georges River, but since he gained his great fame in building at Camden we will hold the list of his vessels until we take up Camden.

A firm that flourished at Thomaston in the early seventies was Waterman & Hilt. All we know of it, however, is that it turned out the following schooners:

1872	2m.Sch ELLA PRESSEY	165 tons
1873	3m.Sch MAY McFARLAND	480
1874	3m.Sch CASSIE JAMESON	399

John J.Small built the following two square-riggers at Thomaston:

1864	Ship E.PLURIBUS UNUM	1370 (old)
1870	Bark CAROLINE O.SMALL	753

The E.PLURIBUS UNUM was sold to go under British registry. Small owned 55/64 of the bark, and also commanded her. He is also credited with building Watts' MONTPELIER in 1864.

Possibly the Hilt in Waterman & Hilt was John Hilt, whose name has been mentioned in this series as master carpenter of several vessels. In 1870 Hilt, McCallum & Co. built the A.McCALLUM, which has already been described among O'Brien's vessels. Hilt owned 1/8, Edward O'Brien ¼, and Edward J.O'Brien of Brooklyn ½.

J.O.Cushing & Co.built the 159-ton schooner ELIZA LEVENSALER at Thomaston in 1882, and Payson & Keehan the 316-ton three-master ALBERT D. HENDERSON in 1870. Last on our list is the 348-ton three-master JAMES A.POTTER, built in 1871, whose builders we have not yet traced.

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SAILING SHIP NEWS

ADVENTURESS, aux.sch. (Built E.Boothbay, Me. 1913.) Jan.1952 taken to Seattle from San Francisco, and for sale. Was for many years a S.F.pilot boat.

AFRICAN QUEEN, Br.aux.4m.sch. (ex BADGER ex WESTWARD ex DANEFOLK). Lately used by Colonial Development Corp.as floating factory in shark-fishing. For sale.

ALASTOR alias BOUNTY (Built Sunderland 1875 as a bark) Has been lying in Thames at Rotherhithe since early 1951 after abortive attempt to refit for Festival. To be broken up.

ANNIE C.ROSS, ex-4m.sch. Scott Moore, TV actor, has bought her for home as she lies mastless at Newtown Creek, Brooklyn.

ARMANDITO, Arg.barge. (Built Searsport, Me. 1890 as 3m.sch GEORGIA GILKEY. 1920's rn.ARMANDITO; later Argentine Navy tr.s. Now cargo barge, R.Plate) Nov.1951 in port at Montevideo.

CONEMAUGH, sch.barge. (built Liverpool 1879 by Royden as ship LORNTY. 1887 barge ATLAS of Boston; later CONEMAUGH of Port Arthur) 1941 abnd.at Port Covington, Baltimore Harb., partly full of oil. Sept. 1951 salvaged.

DANMARK, Dan.aux.tr.s. 24 Dec.left Kingston, Ja.for Cartagena; 28 Dec.Cartagena for Mobile; 16 Jan Mobile for New Orleans; 25th N.O.for Copenhagen; 7 Feb.passed Bermuda.

JENNIE D.BELL 3m.sch (ram). Busy during 1951 trading between New Bern, N.C., and Baltimore.

MERCATOR, Belg.aux.tr.bkn. 7 Feb.left Antwerp for Teneriffe.

NELLIE BYWATER, Br.aux.sch. (built 1873; last 2m.topsail sch.in British waters) 22 Dec.left Falmouth for St.Lucia, W.I.; 28 Dec.capsized and sank 7 mi S of Bolt Tail, S.Devon; 2 of 11 crew lost.

PAMIR, Ger.aux.4m.tr.bk. 21 Dec.left Kiel; arr Hamburg 23d. 10 Jan left for Rio; 18 Jan.rode out gale in Thames Estuary, losing 1 anchor; 21st passed Alderney. Carries 45 cadets and 46 crew, including a meteorologist to lay out daily courses.

PASSAT, Ger.aux.4m.tr.bk. At Kiel 23 Jan. for Brake; 10 Feb.left Brake for Rio Grande, Brazil.

VIKING, Swed.4m.bk. Being bought by city of Gothenburg for Kr.315,000, and Kr. 2,300,000 (some $450,000 in all) being spent to fit her as seaman's school.

WAWONA, 3m.Sch. Recently bought from Robinson Fisheries by R.E.Pedersen of Seattle; to go to sea as cruise ship.

YKPILA. Finn.4m.sch. Was idle at Abo during all of 1950.

(Thanks to Bob Burgess, H.Daniel, Ed Collins and Alec Brown for items.)

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CURRENT BIBLIOGRAPHY ABANDONED

In view of the "American Neptune's" return to its original policy of publishing a current bibliography of maritime history, LOG CHIPS henceforth abandons this department. Send appropriate items to Dr.R.G. Albion, Study 181, Widener Library, Harvard University, Cambridge 38, Mass.

"American Neptune" is published at the Peabody Museum, Salem, Mass.; annual subscription $6.50

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The Canadian stern-wheeler SICAMOUS, built in 1914, is to become a museum on Lake Okanogan, B.C.

BOOK REVIEWS

LETHBRIDGE, T.C., "Boats and Boatmen," viii, 199 pp; 41 figs, 4 pl; index. Thames & Hudson, London and N.Y., 1952. $3.50.

The development of watercraft in western Europe has been discussed in several books in English, notably those by Chatterton, Hornell, and the Andersons. To this subject Lethbridge brings a new approach, that of the archaeological anthropologist, and by confining himself to boats rather than vessels he seldom gets beyond his depth.

A great many of Lethbridge's views run counter to the orthodox theories concerning the development of European boat types. Despite the change from clinker to carvel planking, for example, he ascribes a common origin to the double-enders of Norway and of Spain; and the war galleys of the Mediterranean are to him but large canoes.

Such opinions as these are ably buttressed with personal observations from such sources as excavated kitchen middens, in which the finfish and shellfish remains can yield important clues as to the extent of trade and fisheries. Pollen analyses are also mentioned as aids in dating boat remains, although the book is not new enough to mention the latest of these techniques, radioactive dating by use of carbon-14, which promises to be the best tool yet in giving the age of maritime relics.

A chapter on superstitions helps explain why a ship is 'she' in English and generally carries a female figurehead, and why women and parsons are unlucky in association with boats. Another chapter discusses the relative influence of the beach and estuarine environments on boat development.

Three basic types of primitive craft are recognizable, according to Lethbridge, the raft, the dugout, and the skin boat, and all other types stem from these. One might raise the question, however, whether a fourth type, the three-plank boat (the literal meaning of 'sampan'), ancestral to the dory, skiff, and sharpie, could not be recognized.

Another possibly controversial point is the frequent comparisons that Lethbridge makes between Latin and Celtic nautical terms, to demonstrate Roman sources for many items. The possibility should also be investigated that these similarities only prove a common origin in some remote Aryan speech.

'Boats and Boatmen' is a work that will repay careful study by anyone interested in the ultimate origins of seafaring. The author's style makes fascinating reading.

CHAPELLE, Howard I., "American small sailing craft; their design, development, and construction," xviii, 363 pp; 12 pl; 132 plans; index. W.W.Norton, N.Y., 1951. $7.50

Here is Chapelle's long-awaited work on American boat types. In it he covers the U.S. coastlines chronologically and geographically, tracing the spread of the principal groups. 'American,' however, does not extend to include such Canadian types as the York and Peterhead boats.

The emphasis of the work (probably as stipulated by the publishers) is on the reproduction of the designs at full size as pleasure craft. The originals were therefore drawn at ¼" or ½" scale and are available at this size separately from the publishers, while the line cuts in the book have suffered from too great reduction, and are cluttered with tables of offsets that are useless to all but boatbuilders.

It is hard to think of an American boat type that is not covered in this work, and in many cases the only available published plans are those to be found here. The Whitehall boat, the San Francisco lateener (rudely misnamed here the 'dago boat'), the Moses boat, and the lumberman's bateau are examples of frequently mentioned types whose plans now appear in print probably for the first time.

There are some interesting cases of parallel evolution among American types, one of the most notable being among the double-enders of the West Coast salmon fishery. Chapelle states (p.182) that Collingwood skiffs were sent out to British Columbia from the Great Lakes for the Fraser River salmon fishery. Since the salmon boat of the West Coast (called the 'Columbia River boat' even though the first was built for a Greek fisherman on the Sacramento) is practically indistinguishable in model from the Collingwood, it would be interesting to know if Collingwoods actually were sent to the Fraser, or whether a visitor familiar with the Collingwood model applied the name to western-built boats.

EITREM, Christian, "Sjømannsliv," 303 pp; 10 ill. Cammermeyers Boghandel, Oslo, 1948. N.kr.18.20.

Captain Eitrem was born in Kragerø in 1869, and first went to sea at 15 in the bark VALE, after a course at the nautical school. In 1896 he went into steam, as mate of the CRAGGS of Kristiania, and a few years later bought a master's inte-

rest in her sister RAN. In 1910 he swallowed the anchor to join Norske Lloyd.

His seafaring days cover the period during which the steamer largely replaced the sailing vessel in the short sea trades. The book has a pen drawing of each vessel that Capt. Eitrem served in. One, the ULLER, built in 1865, was a jackass bark, one of only two vessels with that rig which the author has ever seen.

CARR, Frank G.G., "Sailing Barges," xvi, 350 pp; 67 pl; 33 fig; index. Peter Davies, London, rev.ed.1951. Price 30s.

This book is a revision of the standard work on Thames barges, first published in 1931. The author, who is now Director of the National Maritime Museum, has had considerable experience in the type, and was first Commodore of the Thames Barge Sailing Club.

'Barge' as used in this title means a vessel with flat bottom and chine bilges; in America the word means a towed vessel. So a 'schooner barge' in Britain is a schooner-rigged, chine-built shallow-draft vessel, while in America it is a large seagoing vessel, designed to be towed but provided with a short schooner rig for helping out in fair winds. Carr has a chapter on the schooner and barkentine barges--the 'big barges,' he calls them-- as well as one on the ketch-rigged boomies. He also tells of the keels and of other local types of the English estuaries, such as wherries, trows, and flats. There are also chapters on barge yachts, barge races, and the barge in two world wars.

Plans, several drawn by H.I.Chapelle, are included of a dozen barges. Appendixes give barge owner 'bobs' or house flags, a list of barges still trading in June 1949, very complete specifications for the barge PHOENICIAN of 1922, and brief details of the RECORD REIGN and three barges that crossed the Atlantic to trade in the waters of British Guiana.

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IRISH PENNANTS

Another West Coast three-master-- On p. 91 of this volume we noted some corrections to p.57. Winston Langdon also suggested that Turner's MARION of 1882 might have been a three-master. On investigating the ship's copy of her first enrollment we found this indeed to have been the case. There was an error on the custom house copy of her document, which we saw years ago in San Francisco. Correct #64 on p.93 also.

More on Turner's vessels-- We have looked into the documents of some of the doubtful vessels listed on p.95, col.2, with the following results:

ROYAL, SAN JOSE, and NEWTON all have Matthew Turner listed as master builder on their first papers.

TAKU was built at San Francisco by Geo. W.Kneass for the Coast & Geodetic Survey.

FRUTO (see p.104) is credited to Wm.McKenzie of Oakland, she was owned by the Southern Pacific Co.

ALICE and BELLA have James Lamont listed as master carpenter, and LEAH has no master carpenter's name given. It still seems most probable, however, that these three were shipped knocked-down from Benicia and assembled at St.Michaels.

More on Hall Brothers-- Check of the document of the SARAH LOUISE, mentioned on p.97, shows that she was built by W.G.Hall. He and his brother Abraham each owned 1/6, and James H.Bruce, master, 2/3.

No master carpenters' names appear on the documents of DALTON, WALSH, and SCHWATKA (p.99); further research is indicated.

Bayles builder of the WANDERER?-- Victor C.Darnell writes us that a history of the yacht WANDERER of 1857, notorious for having engaged in a slaving voyage while on the list of the New York Yacht Club, gives her builder as James G.Baylis of Port Jefferson. He queries whether this was the James M.Bayles whose biography we gave on p.111.

The WANDERER's first document gives her master builder as Thomas B.Hawkins of Brookhaven. The firm of Hawkins & Brown was in business at Setauket or Port Jefferson at this period, and we believe it was they, and not Bayles, who built the WANDERER.

Corrections to the German list-- PREUSSEN p.107, was of course a five-masted ship, as described on p.105. Dr.Jürgen Meyer points out that CHILE of 1893 was broken up under that name after World War I, and that the FRITZ SMITH was the former PORT ERROL (LC v.1, p.109). Other name changes of German-owned vessels are: ARDENCAPLE (v.2, p.23) to WANDSBEK of Hamburg; wrecked around 1899 in back of the Lizard. AMSTERDAM (v.1, p. 146) to ARDJOENE and then SILO of Emden.

Australians to salvage GENERAL GRANT -- The Chicago Daily News carried a story on 3 March concerning a venture to salvage a reported $10 million in gold from this vessel, which was built in Bath, Me., in 1864.

SQUARE-RIGGERS BUILT IN THE UNITED STATES SINCE 1870

It is with a great deal of pleasure that we commence in this issue of LOG CHIPS the first installment of a series of lists of American square-riggers, compiled by Mr. Frank J. Thober of Nutley, N.J. The present list gives square-riggers -- ships, barks, and barkentines -- built on the ocean coast of the United States since 1870. Mr. Thober informs us he plans to follow it with a similar compilation covering the years from 1850 to 1869, with a list of square-riggers that started out as schooners or steamers, with a list of foreign-built square-riggers or other vessels converted to square rig which at any time were under the American flag, and finally with an alphabetical list of the foregoing vessels, giving changes of name, rig, or flag, and what finally became of each ship.

The list, which commences on p.130, has been compiled basically from classification society registers -- primarily "American Lloyd's" and the "Record" and to a lesser extent "Lloyd's" and "Veritas" -- since "Merchant Vessels of the U.S." did not give building data on vessels until the 1880's. The information from these sources has been verified as to name, rig, and tonnage in "Merchant Vessels of the U.S.," and discrepancies in many cases have been resolved by reference to the vessel's original papers in the National Archives. Many local histories and lists of ships have been consulted for builders' names and other particulars, and in cases where no other source yielded the name of the builder, recourse has been had to contemporary newspaper files in the Library of Congress.

Most of Mr. Thober's work, we understand, has been undertaken at the New York Public Library. We have provided the searching in Washington sources.

Space has permitted giving year of build, original name, rig and tonnage, place built, builder, and first home port. Not uncommonly the available information, even from authoritative sources, is contradictory in some of these particulars, and a brief discussion of some of these factors is therefore in order.

Year of Build-- American wooden vessels were commonly laid down in the winter or spring and launched late in the following autumn. A vessel built under the survey of a classification society could not receive her final inspection until she was fully rigged and provided with anchors, cables, sails, and boats. Her carpenter's certificate, on the other hand, was generally filed as soon as she was launched, in order that she might proceed in ballast to the port where she was to be rigged and outfitted. Thus the year of building on a vessel's register, taken from the carpenter's certificate filed early in December, would be different from that in Lloyd's, which would reflect the date of final survey in January of the next year.

Name-- For the most part these follow "Merchant Vessels of the U.S.," with obvious misprints corrected. Where the classification societies persistently differ from that source, the matter has been referred to the original register or enrollment, and in a few cases it has been necessary to show two forms if both were well known. Occasionally a vessel had a name carved on her different from the one on her document. Photos of the BENJAMIN SEWALL of 1874 in Matthews' "American Merchant Ships" and on p.115 of v.1 of "American Neptune," for example, clearly show her as "B.SEWALL." It was the duty of custom house surveyors, however, to seek out and correct such cases.

It was illegal to change the name of a U.S.vessel between May 1864 and March 1881. Many ships built on speculation, however, were launched nameless or had their launching names changed before they were documented. Occasionally in this way an early name finds its way into "Lloyd's" or the "Record" without appearing on the vessel's official papers. Name changes of this nature, and early official name changes under the U.S.flag, are noted in the list, but no attempt has been made to follow the full histories, particularly under foreign flags.

Rig-- This column gives the rig the vessel carried when first built, and later changes are not noted. Many full-riggers under 1800 tons were converted to barks if they reached the age of 15 or 20 years. Some barkentines and a few barks were similarly reduced to schooners. At first sight, there is an apparent tendency for barks to be rerigged as barkentines, in many cases when only 5 or 6 years old; but the data indicate that what actually happened is that the vessels were built as barkentines but documented as barks, and that after a few years the term barkentine became more acceptable to the custom house surveyors. Around 1874, there are several cases of three-masted schooners being rerigged as barkentines, since the deep-water trades were more profitable at that time than coasting. (To be continued)

Name	Rig	Tons	Where built	Builder	First home port
			1870		
A. McCALLUM	S	1951	Thomaston Me	Edward O'Brien	Thomaston
ADORNA	S	1460	Setauket NY	D.B.Bayles	New York
AGENOR	S	1487	E Boston Mass	Curtis, Smith & Co	Boston
ALICE BUCK	S	1425	Belfast Me	Henry McGilvery	Belfast Me
AMELIA	Bkn	397	Coos Bay Ore	R. Murray	San Francisco
BRAZOS	B	917	Portland Conn	S.Gildersleeve	New York
CAROLINE O. SMALL	B	753	Thomaston Me	John W. Small	Thomaston
CARRIE REED	S	1400	Kennebunkport Me	N.L.Thompson	Boston
(was to have been named DAUNTLESS, but never documented under that name)					
COLUMBUS	S	1854	Kennebunkport Me	N.L.Thomoson	Boston
DAUNTLESS			Name changed before documentation to CARRIE REED		
ESCORT	B	636	Newburyport Mass	Atkinson & Fillmore	Boston
ESSEX	B	662	Newburyport Mass	C.H.Currier & Co.	Salem Mass
F. J. McLELLAN	B	634	Thomaston Me	Stetson, Gerry & Co.	Thomaston
FANNY J.McLELLAN			Documented as F.J.McLELLAN, but usually called by this name.		
G. DE ZALDO	B	477	Setauket NY	Hand & Son	New York
GENEVIE M. TUCKER	B	519	Portland Me	W. & A.Curtis	Portland Me
GEORGE SKOLFIELD	S	1313	Brunswick Me	Skolfield Bros	Brunswick Me
HENRY KNIGHT	B	488	Camden Me	J. Wade	Camden Me
HESTER A. BLANCHARD	Bkn	503	Pembroke Me	A. Frost	Boston
IMPORTER	S	1270	Newburyport Mass	John Currier Jr.	Newburyport
J. T. FOSTER	S	1207	Medford Mass	J.T.Foster	Boston
JOHN ZITTLOSEN	B	500	Tottenville NY	Jacob S. Ellis	New York
KATE WILLIAMS	B	304	Chelsea Mass	McPhail	Boston
MATCHLESS	S	1198	E.Boston Mass	Curtis,Smith & Cushman	Boston
MEROM	S	1204	Phippsburg Me	C.V.Minott	Bath Me
NEPTUNE	B	493	Portsmouth NH	Toby & Littlefield	Boston
NEW ERA	S	1147	E Boston Mass	John W.Griffith	Boston
NORTH STAR	S	1374	Bath Me	J.V.Moses & Son	Bath Me
P. J. CARLETON	B	986	Rockport Me	John Pascal	Camden Me
POHONO	Bkn	470	Machias Me	John Shaw	Machias Me
ST. JOHN	S	1885	Bath Me	Chapman & Flint	New York
SAMUEL B. HALE	B	566	Westbrook Me	R. Lewis	Portland Me
SAMUEL WATTS	S	2035	Thomaston Me	Samuel Watts & Co.	Thomaston Me
SAPPHO	B	712	Noank Conn	Robert Palmer	Mystic Conn
SARAH	B	558	Stockton Me	Benj.F.Rice	Stockton Me
SARAH E. FRAZER	B	521	Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
SONNTAG	S	1004	Stockton Me	A.P.Goodhue	Stockton Me
SYRA	B	514	Pembroke Me	Hobart & Pettingall	Pembroke Me
TARIA TOPAN	B	631	Salem Mass	Edward F.Miller	Salem
VESUVIUS	B	813	Richmond Me	T.J.Southard & Son	Richmond Me
WILLIAM McGILVERY	S	1270	Searsport Me	William McGilvery	Searsport
XENIA	B	786	Bath Me	Goss & Sawyer	Harwich Mass
			1871		
ALDEN BESSE	B	842	Bath Me	Goss & Sawyer	Wareham Mass
ALICE CAMPBELL	B	429	E.Boston Mass	Taylor,Campbell & Brooks	Boston
CARIBOU	B	625	Stockton Me	Colcord, Berry & Co.	Boston
CHARLES THOMPSON			Documented as HAMILTON		
COLUMBIA	S	1472	Bath Me	Houghton Bros.	Bath
DON ENRIQUE			See FRANCONIA; renamed 1876		Lima Peru
ELIZA McNEIL	S	1483	Thomaston Me	Samuel Watts & Co.	Thomaston
ERIC THE RED	S	1580	Bath Me	E. & A. Sewall	Bath
ETTA LORING	B	706	Duxbury Mass	J.T.Foster (receiver)	Boston
EVERETT GRAY	B	592	Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
FRANCONIA	S	1313	Newburyport Mass	John Currier Jr.	New York
			Renamed DON ENRIQUE in 1876		

1871, continued

HAMILTON	S	1262	Kennebunkport Me	N.L.Thompson	Boston
		Launched as CHARLES THOMPSON but documented as HAMILTON			
HARRY MORSE	S	1365	Bath Me	J.Parker Morse	Bath
HARVESTER	B	780	Newburyport Mass	Atkinson & Fillmore	Boston
HUMBOLDT	S	1018	Bath Me	E. & A. Sewall	Bath
INDEPENDENCE	S	952	E.Boston Mass	Curtis & Smith	Boston
JEAN INGELOW	S	1075	Portsmouth NH	W.F.Fernald	Portsmouth NH
MENDES	B	552	Belfast Me	Henry McGilvery	New York
NANCY PENDLETON	S	1449	Belfast Me	Henry McGilvery	Belfast Me
OASIS	B	1106	Freeport Me	Briggs & Cushing	Freeport
OLIVE S. SOUTHARD	S	1193	Richmond Me	T.J.Southard	Richmond Me
PHILENA	B	515	Westbrook Me	George Russell	Portland Me
S. C. BLANCHARD	S	1904	Yarmouth Me	Blanchard Bros.	Yarmouth Me
S. S. THOMAS	S	1554	Kennebunkport Me	N.L.Thompson	Yarmouth Me
T. F. WHITON	B	547	Searsport Me	J.H.Lane	Searsport
WILDWOOD	S	1099	Port Madison WT	A.J.Westervelt	Port Madison

1872

A. C. BEAN	B	581	Deering Me	George Russell	Portland Me
ADDA J. BONNER	Bkn	488	Baltimore Md	Wellener & Buck	Baltimore
CARONDELET	S	1438	Newcastle Me	E. Flye & Co.	Damariscotta Me
CARROLLTON	S	1450	Bath Me	E. & A.Sewall	Bath
CUBA	B	1107	Richmond Me	Harward & Theobald	Richmond Me
FANNIE H. LORING	Bkn	460	Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
FLORIDA	S	1414	Richmond Me	J.M.Hagar	Richmond Me
FRIEDLANDER	S	1638	Kennebunkport Me	N.L.Thompson	Boston
JAMES G. PENDLETON	B	838	Newburyport Mass	Atkinson & Fillmore	Boston
LIBERIA	B	328	Newburyport Mass	E. Manson	New York
McNEAR	S	1308	Belfast Me	H. McGilvery	Boston
NINA SHELDON	B	782	Waldoboro Me	J. Clark & Son	Philadelphia
NOMAD	B	476	Port Jefferson NY	J.M.Bayles & Son	New York
NORTHERN LIGHT	S	1859	Quincy Mass	George Thomas	Boston
ROVING SAILOR	Bkn	477	E.Boston Mass	Abiel Gove	Boston
SARMIENTO	B	606	E.Deering Me	S. Sargent	Portland Me
SEA WITCH	S	1288	E.Boston Mass	R.E.Jackson	Boston

1873

ALICE REED	B	873	Waldoboro Me	Reed & Welt	New York
ANTELOPE	S	1306	Belfast Me	H. McGilvery	Boston
B. WEBSTER	B	585	Bath Me	Hagan & Thurlow	Portland Me
BELMONT		See REGINA TOLCK			
CELINA	B	577	Deering Me	R.Lewis & Co.	Portland Me
CHARLES L. PEARSON	Bkn	664	E.Boston Mass	Campbell & Brooks	Boston
CHESTINA REDMAN	Bkn	534	E.Boston Mass	Abiel Gove	Boston
CLARA E. McGILVERY	Bkn	313	Searsport Me	W. McGilvery & Co	Searsport Me
COLUSA	B	1189	Bath Me	William Rogers	Boston
D. A. BRAYTON	Bkn	558	Fall River Mass	I.C.Terry	Fall River
EDMUND PHINNEY	B	751	Deering Me	George Russell	Portland Me
EL CAPITAN	S	1494	Bath Me	E.& A.Sewall	Bath
FANNIE SKOLFIELD	B	1063	Brunswick Me	Skolfield Bros.	Brunswick Me
FRANK JONES	S	1453	Portsmouth NH	Daniel Marcy	Portsmouth NH
GENEVA	Bkn	464	Bucksport Me	W.H.Genn	Boston
GRANADA	Bkn	396	Damariscotta Me	B.D.Metcalf	Damariscotta
GRANDEE	S	1295	Portsmouth NH	Toby & Littlefield	Portsmouth NH
GRANGER	S	1527	Bath Me	E.& A.Sewall	Bath
H. J. LIBBY	B	621	Bath Me	Hagan & Thurlow	Portland Me
HARRIET N. CARLETON	B	873	Rockport Me	Carleton, Norwood & Co.	Camden Me
HENRY L. GREGG	Bkn	495	Columbia Falls Me	John H.Crandon	New York
HERBERT BLACK	B	573	Searsport Me	Wm.McGilvery & Co.	Searsport
I. SARGENT	B	727	Machias Me	W.C.Holway	Machias

1873, continued

IDELLA BERRY	Bkn	578	Robbinston Me	Hiram Hunt	New York
INVINCIBLE	S	1460	Bath Me	W.V.Moses & Son	Bath
JOHN H. KIMBALL	S	1267	Bath Me	Goss & Sawyer	Bath
JOHN J. MARSH	B	410	Newburyport Mass	George E.Currier	Haverhill Mass
JOSEPH BAKER	B	399	Brewer Me	J.Oakes & Son	Bangor Me
LILLIAN	B	618	Harrington Me	Ramsdell,Rumball & Coffin	Harrington
LIZZIE MERRY	Bkn	338	Damariscotta Me	C.G.Merry	Portland Me
LOUISIANA	S	1436	Bath Me	Houghton Bros.	Bath
MAGELLAN	S	1073	E.Boston Mass	Smith & Townsend	Boston
MARTHA DAVIS	B	871	E.Boston Mass	Smith & Townsend	Boston
MATTHEW BAIRD	Bkn	336	Kennebunkport Me	N.L.Thompson	Philadelphia
MIGNON	Bkn	484	Waldoboro Me	J.Clark & Son	Waldoboro
MODOC	Bkn	452	Utsalady WT	George Boole	San Francisco
NEARCHUS	S	1287	Newburyport Mass	John Currier Jr.	Newburyport
NORTH AMERICAN	S	1584	E.Boston Mass	Curtis & Smith	Boston
OLUSTEE	B	470	E.Machias Me	Charles J.Frye	New York
PHILIP FITZPATRICK	B	582	Calais Me	J. & C.Short	Philadelphia
PILGRIM	S	957	Medford Mass	J.T.Foster	Boston
PORTLAND	Bkn	494	Coos Bay Ore	John Kruse	San Francisco
REBECCA CROWELL	B	587	E.Boston Mass	Abiel Gove	Boston
REGINA			See REGINA TOLCK		
REGINA TOLCK	B	533	Millbridge Me	Ezekiel Dyer	New York
			Renamed REGINA, 1883; BELMONT, 1884.		
ROBERT DIXON	S	1367	Damariscotta Me	Austin Hall	Damariscotta
S. R. BEARCE	B	608	Yarmouth Me	Giles Loring	Yarmouth Me
S. R. LYMAN	B	599	Yarmouth Me	J. & J.A.Seabury	Yarmouth Me
STERLING	S	1732	Bath Me	E.& A.Sewall	Bath
SUMNER R. HEAD	S	1117	Damariscotta Me	G.W.Lawrence	Damariscotta
T. JEFFIE SOUTHARD	B	830	Richmond Me	T.J.Southard & Son	Richmond Me
THOMAS BROOKS	BKn	449	Setauket NY	N.Hand & Son	New York
THOMAS DANA	S	1445	Newburyport Mass	John Currier Jr	Boston
VICTORIA	S	1349	Newburyport Mass	John Currier Jr	Newburyport
W. R. GRACE	S	1893	Bath Me	Chapman & Flint	New York
WAKEFIELD	B	887	Newburyport Mass	Atkinson & Fillmore	Boston
WILLIAM H. BESSE	B	1027	Bath Me	Goss & Sawyer	Wareham Mass
WILLIAM H. THORNDIKE	B	677	E.Boston Mass	D.D.Kelly	Boston

1874

ABIEL ABBOTT	Bkn	590	E.Boston Mass	A.& S.Thompson	Boston
ABNER I.BENYON	S	2044	Thomaston Me	Samuel Watts	Thomaston
			Renamed ALFRED WATTS March 1884.		
ADA WISWELL	Bkn	558	E.Machias Me	Wm.H.Stevens	New York
ADA P. GOULD	Bkn	521	Addison Me	Jas.H.Sawyer	Addison Me
ADDIE E.SLEEPER	Bkn	591	Rockland Me	.McAllister	Rockland Me
ADOLPH ENGLER	B	648	Cherryfield Me	Eli Foster	New York
			Renamed SARAH DOE		
ALERT	S	1154	E.Boston Mass	Campbell & Brooks	Boston
ALEXANDER CAMPBELL	Bkn	475	Cherryfield Me	Eli Foster	Cherryfield
ALFRED WATTS			See ABNER I.BENYON		
ALICE	B	504	Deering Me	G.W.Russell	Portland Me
ALIDA	S	1672	Thomaston Me	Edward O'Brien	Thomaston
ALMIRA ROBINSON	B	1198	Bath Me	Lamont & Robinson	Bath Me
AMERICA	S	2054	Quincy Point Mass	George Thomas	Boston
ANNIE LEWIS	B	671	Deering Me	R.Lewis & Co.	Portland Me
ANNIE E.ELLIOTT	Bkn	614	E.Boston Mass	Campbell & Brooks	Boston
B. P. CHENEY	S	1322	Bath Me	Goss & Sawyer	Bath Me
BATAVIA	B	661	Millbridge Me	J.W.Sawyer	New York
BEATRICE HAVENER	B	553	Searsport Me	W.McGilvery	Searsport Me
BENJAMIN SEWALL	S	1434	Brunswick Me	Charles S.Pennell	Boston

(to be continued)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME TWO, NUMBER 12 133 MAY 1952

THE CARLSEN SAGA

Hundreds of freighters, those prosaic workhorses of the shipping lanes, ply the North Atlantic run every month. The non-seagoing public gives scant attention to them, except when they are used as background in a Hollywood thriller, or they become involved in some ramming or fire, or disabled at sea during a storm.

When the newspapers of the nation first made mention of an exceptionally severe North Atlantic gale which was sweeping the coast of Northern Europe Christmas Week 1951, it is doubtful if more than a handful of persons gave more than a cursory glance. A few days later, every literate person from Shanghai to Berlin was following the valiant struggle of a lone sea captain to stay on his vessel until it was brought to port safely. For the gale that was given such routine news treatment in the papers the first day or so, developed into a terrific cyclonic storm, the worst off North Europe since 1926, which in its progress had sunk or crippled 17 vessels, many of them cargo-passenger types.

The FLYING ENTERPRISE, 7600-ton cargo-passenger freighter of the Isbrandtsen Line of New York, Captain Henrik Kurt Carlsen, had left Hamburg several days before Christmas. Her skipper had already sent word on ahead via radio wishing his family in Woodbridge, N.J., the greetings of the holiday, and noting he would soon join them. Ominously, heavy fog settled in, and at least two days were lost between the Elbe and Lands End. After passing Bishop's Light, Skipper Carlsen turned north of the usual shipping lane, hoping to pick up speed, the fog having lifted.

The seas became extremely heavy, heavier than he had ever known them, and they seemed to become heavier by the hour. The ship was entering an area of cyclonic storm. Winds of hurricane force buffeted the FLYING ENTERPRISE from ahead and from starboard. One particularly heavy sea smacked his ship hard, and there was a report like a cannon. This was the danger signal. Skipper Carlsen turned in a more southerly direction and prepared for emergency conditions. There were to be more buffetings and more side-slams.

Twenty-four hours went by, and the situation was brought home to every soul on the vessel; she had been cruelly hurt, was making water, and developing a list. Plates were cracked in three places. The seas were angry, still running very high with the winds at hurricane force. Skipper Kurt made a series of rapid-fire decisions. The crew and passengers were ordered to abandon ship, but only after the ship's radio officer has pounded out the SOS call. Several vessels in the vicinity responded, among them the freighters SOUTHLAND and ARION and the transport GENERAL GREELEY.

Several junior officers of the FLYING ENTERPRISE pleaded with the skipper to remain with him, but he ordered them all off with the passengers. Everyone knows the heroic efforts made to rescue them. All were saved but one elderly passenger.

Skipper Carlsen had made an inspection of the damage and had decided that there was a 50-50 chance of salvage. He decided to remain on board, risk the increasing list as the crewless vessel wallowed in the rising and falling swell. He refused all aid from the vessels standing by.

It seems incredible now that one man alone against the sea on a crippled freighter had the courage and strength of purpose to remain on board knowing that he would be without the usual comforts; would have to fight biting cold with little or no food or drink; candles alone would furnish the little light during the hours of darkness. He told me he heated a cup of tea by holding a candle under it. He had less than a quart of water in a decanter in his cabin. He was able to crawl through a door and get a piece of cake from the wrecked galley.

Picture the skipper in a cabin of a ship with a 70° list, without heat or food for seven days, doggedly determined to await arrival of a tug from the nearest port; to plan on making fast a line, and actually hoping to see the ship towed to safety! All

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this was within an ace of coming true.

A little-known story of the saga is the fact that had not Skipper Kurt Carlsen been a radio amateur, it is extremely doubtful if he would have tried to brave it out. When the ship's regular radio corked out on account of seepage into the battery-room, he rigged up an emergency set from parts and gear he had in his own "shack." Fortunately, although at an awkward list, his cabin was dry, and in it were the necessary parts for emergency radio transmission. He rigged up the low-powered set and with it was able to maintain contact with the rescue vessels standing by, conduct two-way conversations, and plan the towing operations.

Everyone knows the sad end. After his heroic battle seemed almost crowned with success, another storm descended, and the tow-line, which he and tugboat mate Dancey secured, parted. Then seas began running high again, with list rapidly worsening.

Two humorous anecdotes are recalled by Skipper Carlsen. In the episode of tugboat mate Dancey clambering on board the listing ENTERPRISE, he is reported to have greeted Carlsen with "Captain Carlsen, I presume..." Later, in a hotel in Falmouth, a telegram was delivered to the skipper. It was one of hundreds that began pouring in on him. This particular wire was signed "Frederick." Carlsen thought "Frederick? Frederick? Frederick who?" Then it dawned on him: Frederick of Denmark.

The performance of the TURMOIL tug, her captain and mate Dancey are beyond praise.

Skipper Carlsen demonstrated once again that the true seaman always shows the stuff he is made of. With a background of training-in-sail (he was a Danish sea cadet) and many years' experience on the shipping lanes of the North and South Atlantic, he was well equipped to meet the test, and in the face of all not lose his modesty during the hurricane of adulation which swept in upon him when he touched land. He truly declined a fortune. He felt his life work was sailoring, not to retire from the sea with money obtained by allowing others to ghostwrite what he went through, while he pocketed the proceeds.

He gave the nation an example of courageous living and adherence to principle -- sorely needed in these parlous days.

E. D. COLLINS

(Ed Collins sailed with Capt. Carlsen on two trips in the FLYING ENTERPRISE.)

H. M. BEAN

We mentioned last month that H.M.Bean had built some schooners at Tenants Harbor, below Thomaston. Now, thanks to an assist by Bob Applebee, we can give a virtually complete list of the Bean vessels.

Holly Marshall Bean, who was destined to become one of the leading builders of schooners in Maine, was born at Chatham, N.H., in 1835 or 1836. Where he learned the shipwright's trade has not yet been ascertained, but according to Reuel Robinson's "History of Camden and Rockport" (1907) he came to Camden first in 1869 to do the carpenter work on a brig building by John E. Dailey. Possibly this vessel was the C.S.PACKARD, 321 tons, the only brig listed by Colcord as built in Camden in 1869-70.

After building this vessel, Bean went with Dailey to Tenants Harbor and did the carpenter work on the three-masted schooner ANNIE JONES, 246 tons, completed in 1871. Bean then entered into a partnership with Whitney Long, who appears to have been his son-in-law (or his son-in-law's father), and they built the following vessels at Tenants Harbor:

			tons
1872	3m.Sch	EARL H. POTTER	349
1873	Sch	GEORGE W. ANDREWS	254
1873	Sch	HATTIE N. FULLER	230
1873	3m.Sch	EUPHEMIA A. HAYS	199
1873	3m.Sch	LEVI HART	407
1874	3m.Sch	SADIE WILCUTT	365
1874	Sch	DAISY E. PARKHURST	359
1874	3m.Sch	M. K. RAWLEY	302

We believe all these were three-masters, even though DAISY PARKHURST is listed in "Merchant Vessels of the U.S." as a two-master.

In 1875, Bean returned to Camden, where he joined forces for a time with Captain Isaac Coombs, building two square-riggers:

1875	Bktn	EDWARD CUSHING	497
1876	Bark	JOHN M. CLERK	719

In 1877 the firm of Bean & Brown (presumably H.M.Bean and John Brown) built:

1877	Bark	MIRIAM	598

About this time Bean bought the old yard at Camden which had been established about 1854 by Thomas Hodgman and Russell Glover and had been idle for several years. One of the first vessels he built here appears to have been the little two-master EDITH BEAN, and from this time on the Bean yard specialized in schooners of steadily increasing size. The list begins on the opposite page.

1877	2m.Sch	EDITH BEAN	17
1879	3m.Sch	FLORA ROGERS	376
1879	3m.Sch	R. BOWERS	436
1880	3m.Sch	ANNIE L. HENDERSON	428
1880	3m.Sch	ROBBIE L. FOSTER	430
1881	3m.Sch	MORRIS W. CHILD	512
1881	3m.Sch	ALICE A. HALL	356
1881	3m.Sch	GENL.ADELBERT AMES	476
1882	3m.Sch	DORA MATHEWS	392
1882	3m.Sch	WILLIAM HAYS	402
1882	3m.Sch	JOHN F.MERROW	703
1883	3m.Sch	MAY O'NEILL	603
1883	3m.Sch	SARAH A. FULLER	492
1883	3m.Sch	WILLIAM H. ALLISON	476
1883	4m.Sch	JONATHAN BOURNE	708
1884	3m.Sch	RACHEL & MAUD	499
1884	3m.Sch	SARAH E. WARD	577
1886	4m.Sch	KING PHILIP	1224
1887	4m.Sch	POCAHONTAS	1382
1887	4m.Sch	MOUNT HOPE	1105
1889	4m.Sch	CORNELIUS HARGRAVES	1401
1889	4m.Sch	MILLIE G. BOWNE	1680
1890	3m.Sch	WILLIAM SMITH	468
1890	4m.Sch	ALICE HOLBROOK	722
1890	4m.Sch	MARJORIE	1460
1890	4m.Sch	WILLIAM JOHNSON	777
1891	4m.Sch	KATHERINE D. PERRY	1125
1891	4m.Sch	FANNY ARTHUR	614
1891	4m.Sch	R.& T. HARGRAVES	783
1894	4m.Sch	J. HOLMES BIRDSALL	1520
1894	4m.Sch	MARY MANNING	1233
1896	4m.Sch	HENRY W. CRAMP	1629
1896	4m.Sch	ALMA E. A. HOLMES	1208
1899	5m.Sch	JOHN B. PRESCOTT	2454
1899	4m.Sch	ANNA MURRAY	1534
1899	5m.Sch	JENNIE FRENCH POTTER	1993
1900	4m.Sch	MALCOLM BAXTER JR.	1732
1900	6m.Sch	GEORGE W. WELLS	2970
1900	5m.Sch	VAN ALLENS BOUGHTON	2129
1901	4m.Sch	J. C. STRAWBRIDGE	861
1901	5m.Sch	ARTHUR SEITZ	2207
1902	5m.Sch	T. CHARLTON HENRY	2421
1904	5m.Sch	MARGARET HASKELL	2114
1904	5m.Sch	SAMUEL J. GOUCHER	2547
1905	5m.Sch	HELEN J. SEITZ	2547

The last 8 vessels in the above list were built by H.M.Bean in partnership with his son, Robert L. Bean. Available records indicate that the Beans operated as contract builders, seldom owning an important interest in their products. George S.Wasson in "Sailing Days on the Penobscot" hints that their reputation for workmanship was not the highest and "it was grimly said that no vessel from that source ever touched bottom and came off again."

According to Robinson, the Beans by this year had built 1 6-master, 12 5-masters, 20 4-masters, 17 3-masters, 1 2-master, 2 barks, and 1 barge, but the above list falls somewhat short of these totals, particularly in 5-masters.

Commencing with the MOUNT HOPE in 1887, many of the larger Bean vessels were built for the management of Capt.John G.Crowley, who also promoted the 7-master THOMAS W. LAWSON, and about 1906 they became the property of the Coastwise Transportation Co. A second 6-master was commenced for this ownership at Camden, but financial difficulties of some kind developed, and the frames were taken down and removed to Rockland, where the vessel was completed in 1907 as the MERTIE B.CROWLEY by Cobb, Butler & Co.

Robert L. Bean subsequently built the following at Camden:

1909	3m.Sch	FRANK E. SWAIN	433
1909	3m.Sch	FRANK M. LOW	542
1916	4m.Sch	PERCY R.PYNE 2d (aux)	1337
1917	4m.Sch	CHARLOTTE A.MAXWELL	668
1917	4m.Sch	BLUE PETER	1234
1917	4m.Sch	FLORENCE B. PHILLIPS	671
1918	4m.Sch	LAURA A. BARNES	629
1918	4m.Sch	EDNA M.McKNIGHT	1326
1919	4m.Sch	CHARLES A. DEAN	1143
1919	4m.Sch	HELEN BARNET GRING	1226
1920	4m.Sch	ROBERT L. BEAN	1335
1920	4m.Sch	T. N. BARNSDALL	1309

With the building of wooden merchant vessels a thing of the past in Maine, the Bean yard was incorporated as the Camden Yacht Building & Marine Railway Co. We have noted only one vessel built by it between the World Wars:

1924	Stm.Tug	EUGENIE SPOFFORD	101

H.M.Bean died in November 1921, and apparently had outlived his son. The Camden shipyard is still in business, and during World War II built:

1941	GOVERNOR AMc 82	195-ton minesweeper
1941	GUIDE AMc 83	195 "
1942	APc 15 (ex AMc 155)	coastal freighter
1942	APc 16 (ex AMc 156)	" "
1942	APc 17 (ex AMc 157)	" "
1942	APc 18 (ex AMc 158)	" "
1942	APc 58	" "
1942	APc 59	" "
1942	APc 60	" "
1942	APc 61	" "
1942	APc 62	" "
1942	APc 63	" "
1944	ATR 74-79	six steam tugs
1942	C.W.W.	66-ton dragger
1944	CAMDEN	55-ton dragger
1943	PINE TREE	862-ton barge
1943	PINE TREE II	" " "
1943	PINE TREE III	" " "
1943	PINE TREE IV	" " "

(continued on page 142)

ADDENDA - 1883 3m.Sch. JOSEPH HILTON 438 Built 1883 and lost that winter. (L.C. Vol. 3-P.40)

BAYLES OF PORT JEFFERSON (PART II)

In January LOG CHIPS we gave a run-down of the shipbuilding activities of J.M.Bayles of Port Jefferson, pointing out that our information on his earlier vessels was deficient. We have subsequently been in communication with Mr.Albert G.Hallock of Huntington, L.I., whose father was a captain of coasting schooners out of Port Jefferson and whose grandfather was a shipbuilder there. From notes furnished us by Mr.Hallock and from articles recently written by him for the Port Jefferson "Times," of which Michael Costagliola has loaned us clippings, we have more material on the Bayles family, as well as on other shipbuilders of the region.

To begin with, here are the names of two vessels built by Elisha Bayles, the father of J.M. and of C.L.Bayles:

1830	Sloop	ALONZO
1834	Sloop	JAMES GORHAM

We do not yet have the tonnages of these sloops. Here is the list of vessels built by J.M. & C.L.Bayles:

1836	Sloop	MIAMI	68
1838	Sloop	NATIVE	61
1839	Brig	BELLE DEL MER	125
1841	Sch	DENMARK	135
1843	Sloop	ADELIA	48
1845/6	Sch	BELLE	126
1846	Sch	TELEGRAPH	143
1846	Sch	RIO GRANDE	84
1846	Sloop	MARY R. KIRBY	65
1847	Sch	EDWARD L. FROST	150
1847	Sch	WILLIAM E. COLLIS	148
1847	Sch	WILLETT S. ROBBINS	180
1848	Sch.Ycht	BREEZE	100
1848	Sch	RAINBOW	145
1849	Sch	FRANCIS A. BAKER	80
1849	Sch	STEPHEN H.TOWNSEND	260
1849	Sloop	PHOEBE ANN	42
1849	Sloop	ELIZA A. JAYNE	76
1850	Sloop	SENATOR	70
1850	Sch	C. L. BAYLES	154
1851	Sch	JAMES M. BAYLES	170
1851	Sch	MARY L. DAVIS	176
1852	Sch	STEPHEN TABER	304
1853	Sch.Ycht	ELLIPTIC	112
1853	Sch	BREEZE	254
1853	Sloop	FLYING ARROW	60
1854	Sch	HENRY JANES	261
1854	Sch	THOMAS W.OLCOTT	203

The BREEZE of 1848 was the first yacht ever built at Port Jefferson. It will be observed that dates, spellings, and tonnages above may not agree exactly with those on page 111 of January LOG CHIPS.

In 1854 James M. Bayles and C.Lloyd Bayles dissolved their partnership and built for a time independently. James M. Bayles built:

1854	Sch	M.H.REED	221
1854	Sch	A. HAMMOND	219
1855	Sch	MOONLIGHT	263
1856	½-Brig	MARY E. JONES	265
1856	Sch	E. A. CONKLING	260
1857	Sloop	YANKEE	85
1858	Sch	ANNA SHEPARD	167
1859	Sch	ANN AMELIA	89
1861	Sch	GLENWOOD	148

Meanwhile C. Lloyd Bayles was building:

1855	Sch	EDWARD SLADE	285
1855	Sch	SUSAN E. JAYNE	204
1856	Sch	ANNA M. EDWARDS	119
1856	Sch	REINDEER	197
1857	½-Brig	YANKEE BLADE	275

In 1861, J.M. & C.L.Bayles seem to have been partners briefly again to build

1861	Sch	LUCINDA L.A.BAYLES	286

which "American Lloyd's" lists as built in 1862.

Mr.Hallock informs us that the list in January LOG CHIPS of vessels built by J.M. Bayles & Son is substantially correct, and that the ELSIE A.BAYLES should definitely be included in it.

Meanwhile, C.L.Bayles appears to have gone into partnership with Sylvester T. Wines, and Bayles & Wines built:

1863	Sch	IDA A. JAYNE	211
1864	Sch	LAVINIA BELL	154
1864	Sch	S.T.WINES	224
1864	Sch	(record damaged)	189
1865	Sch.Ycht.	JOHN SWAN	30

C.Lloyd Bayles next established the firm of C.L.Bayles & Son. They built the brig HELEN M.ROWLEY, which, as already noted, is credited to D.T.Bayles in "American Lloyd's" for 1882; this seems to indicate that D.T.Bayles was the son of C.L. Here is their list:

1867	Sch	HENRY N. SQUIRE	308
1867	½-Brig	HELEN M. ROWLEY	390
1868	½-Brig	LEWIS L. SQUIRE	425
1869	½-Brig	M. M. FRANCIS	439
1870	Sch	NYMPH	140
1871	Sch	ANNA M. DICKINSON	166
1871	Sch	WM. H. PHARE	154
1873	3m.Sch	T. HARRIS KIRK	350
1874	3m.Sch	EMMA AVERY	330
1874	Sch	ADDIE SCHLARFER	178

The schooner EDWARD L. FROST, built by J.M. & C.L.Bayles in 1847, is said to have landed in San Francisco the first cargo ever carried from Japan to an American port.

SAILS ON STEAM SCHOONERS

I was in the M/S MARY HANLON in August 1923, and she carried at that time a fore staysail (without boom) and a leg-of-mutton spanker. The spanker was a new one just from the sail loft, and we bent it and set it while shifting piers on San Francisco Bay. The Mate wanted to see if the sail makers made the sail to his measurements.

We used the spanker on the voyage, but the fore and aft sail seemed of little use. Steam schooners as a rule were designed so they were never cranky or tender, and the mates saw they were loaded correctly; so the sail was of little use as a steadying sail, and too small in area to add much to her speed.

In 1919 I first saw a steam schooner under a big square foresail, in a very fresh NW wind, and she was a beautiful sight. She was a small one-mast vessel, and that square foresail added several knots to her speed and helped her run before the sea much better than if she had no sail forward.

I believe the MAYFAIR, Charles Nelson Company's steam schooner, was one of the very last that carried sail. I often saw her in the 1920's with her fore square-sail. The steam schooners' square foresail was much different from the sailing schooners', in that the sail was one big squaresail and had halyards. When in port the yard and sail were cockbilled away from the wharf.

--EMMETT A. HOSKINS

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THE SCHOONER GASPE

Currently appearing in the Gloucester "Daily Times" each Saturday is a feature by Gordon W.Thomas under the title of "Builders of Gloucester's Prosperity." Each week an illustrated history of a former Gloucester schooner is given.

Mostly these are fishing craft, but on 15 March the three-masted schooner GASPE (which figures in the list on p.31 of LOG CHIPS for Nov.1950) was described. As the GASPE had a remarkable history, the facts are worth repeating here.

Built by A.D.Story in Essex, the GASPE was intended for a steam trawler; she was designed by Capt.J.D.S.Nickerson of Gorton-Pew, her owners, and was launched on 26 July 1917. Considerations connected with difficulties in obtaining steam machinery, however, combined with high off-shore freight rates induced her owners to finish her as a fish-carrier. She was therefore given a three-topmast rig, with no bowsprit, and fitted with a couple of 100-hp Fairbanks-Morse gas engines. She was chiefly employed bringing salt cod from Newfoundland to Gloucester, but in 1919 took a load of barrelled herring from Gloucester to Sweden.

In 1922 the GASPE was chartered to appear in "Down to the Sea in Ships," and was provided with whaling gear at New Bedford. Four whales were actually taken during her cruise to the Caribbean to film the whaling scenes. In July 1923 she was sold to owners in Palermo, Sicily, but soon returned to western Atlantic waters as the BEATRICE of St.Pierre. Under this name she became known as one of the leading rum-runners of the New England coast.

In 1928 she went under British registry as the CHAPEL POINT of Belleoram, NFL., and on 9 Dec.1930 she was lost by fire off Cape Colnett, on the coast of Lower California.

*****

MORE ON THOMASTON BUILDERS

Mr.George M. Patterson has sent us some further Thomaston material. One item is the obituary notice of Richard Elliot Dunn (LC March 1951), who died as Cushing, Me., late in November 1951. Mr.Elliot was born in Thomaston on 1 July 1863, the son of Thomas and Eliza (Giles) Dunn. He was a partner in Dunn & Elliot from 1902 to 1917, and ran the Thomaston Garage from 1918 to 1938, then retiring to Cushing.

Mr. Patterson also questioned our statement (p.24) that Chapman and Flint built identical houses at Thomaston. Re-examining our source, we find that they contracted for such houses, but apparently moved to Brooklyn before completing them.

Beside Capt.Harvey Mills (p.125), another Thomaston master mariner who built models was Capt.James E. Creighton. Mr. Patterson has sent us photos of two models of the HENRY B.HYDE and one of the five-master HARWOOD PALMER, built by Captain Creighton. Mr.Patterson is a competent model-builder himself, by the way, and has modelled many Thomaston craft.

*****

LEWESVILLE, DEL., LOCATED

Lew Parker writes us that Lewesville (LC p.123) is the old name for Bethel, Del. The proper spelling is Lewisville. The 1879 "Record" lists HATTIE E.GILES as built at Laurel and registered at Lewisville.

BOOK REVIEWS

KLOSTER, Knut Utstein, "Den Norske Stormakt; vår skipsfart gjennom tusen år," 201 pp; ill. Gyldendal Norsk Forlag, Oslo, 1946. N.Kr.12.90.

"The Norwegian great empire" is a book much like "De Danskes Vej" (LC v.I, p.27). It covers the last 1000 years of maritime history from the Norwegian point of view, with special emphasis on the modern Norwegian merchant marine. The 60-odd illustrations are excellently chosen and well reproduced.

***

GRANDJEAN, Louis E., and B.v.Munthe av MORGANSTIERNE, "Vore Skibe," 128 pp; ill; index. Høst & Søns Forlag, København, 1949. Dan.Kr. 12.50.

"Our Ships" is a popular book on shipbuilding, shipping, and seamanship. There are over 90 illustrations, covering all phases of modern Danish maritime activity. Three color plates give the International Code, buoyage systems, and houseflags of Danish owners. Admittedly written for boys and landlubbers, the book gives a first-rate picture of the present thriving Danish merchant marine.

***

SANDAHL, Bertil, "Middle English sea terms. I. The ship's hull," vol.8 of the English Institute in the University of Upsala Essays and Studies on English Language and Literature, 235 pp; bibl; index. Harvard U.Press, etc., 1951. Swed.Kr.10.

"Middle English" means the period from about 1290 to 1500. The author has gone through some 300 documents in the Public Record Office in London, and has collected about 800 sea terms from these times. Of them, 290 terms relating to the hull are treated in this work; words pertaining to rigging, equipment, and seamanship will, it is hoped, appear in later works.

Many of the words are not in the "New English Dictionary," and for most of them examples earlier than in the NED are presented. This book will be a primary source for anyone interested in early Northern shipbuilding, or in the history of nautical English, and it is hoped that the response to the appearance of this volume will be sufficient to induce the author and his publishers to continue publication of the results of his research.

It might appear strange that a dictionary should have an index; however the author has further subdivided his material into terms dealing respectively with the frame, stern and rudder, fastenings, caulking, and compartments, and the index therefore is a necessity.

***

GRANVILLE, Wilfred, "Sea slang of the Twentieth Century; Royal Navy; merchant navy; yachtsmen; fishermen; bargemen; canalmen; miscellaneous;" introduction and etymologies by Eric Partridge, 271 pp. Winchester Publications Ltd., London, 1949; price 8s 6d.

The title of this book should be "British Sea Slang, etc." since it is mostly Royal Naval terminology from the author's own experience, with a few others thrown in to give it a false air of comprehensiveness. As far as it goes, it is a useful book, and will be of assistance to an outsider attempting to read recent British naval fiction; but it also points up the necessity of compiling a similar work to include Americanisms.

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STEVENS, Edward F., "One hundred years of Houlders; a record of the history of Houlder Brothers & Co.Ltd.from 1849-1950," 101 pp; ill; index. N.p.; n.d.

We are indebted to Captain H. Daniel of Houlder's Montevideo office for assistance in obtaining a copy of this well illustrated and magnificently produced history of his firm. The first Houlder was Edwin Savory Houlder, who began as a clerk in a Greek firm of merchants in London, and started trading on his own account as soon as he reached his majority, in December 1849. The firm prospered on the Australian trade and ventured into shipowning during the American Civil War, when the activities of Confederate cruisers and privateers forced a great many American ships under foreign flags at bargain prices.

The firm was incorporated in 1898, specializing in the refrigerated meat trade with Australia and South America, and in 1911 Furness, Withy & Co.Ltd.acquired a major interest in the line. Subsequently it weathered two world wars and a world depression, and it still paints its white maltese cross on a red band on the funnels of over a score of steamers, most having names ending in GRANGE.

The book goes into details concerning the histories and ultimate fates of all the vessels owned by the firm, Captain Daniel having supplied the records of the early sailing vessels. The illustrations include interesting reproductions of early shipping documents.

GREENHILL, Basil, "The Merchant Schooners," xx, 244 pp; 85 plates; 28 figs; 3 appendixes; index. Percival Marshall & Co., London, 1951. Price 30s.

This is Volume One of "a survey of the history of the small fore and aft rigged merchant sailing ships of England and Wales in the years 1870-1940 with something of their previous history and subsequent fate." The author has coined the term "merchant schooner" to include brigantines and ketches, since the usual term of "coasting vessel" he considers to be a misnomer, in view of the foreign and even transatlantic voyages that they undertook. It is perhaps a question which phrase contains the greater misnomer; but since the schooner in Britain never reached the giant proportions that it attained in America, the term "schooner" in Britain has come to be connected with any cargo-carrying sailing vessel of small size, rather than with a particular rig.

The book opens with a chapter on the history of the schooner in British waters, which developed out of the fruit trade and the Leith-London packets. Next follows a complete description of the design and building practices that produced these small vessels, illustrated with lines and sail plans of half a dozen vessels and with detail drawings of various rigging features. Such features as rhe Cornish stern, Irish sea stern, and Milford stern are fully described.

Then the coast of England and Wales is covered in detail, with a summary of the shipbuilding activity at each port, commencing in the west of England and running east to Exmouth; then covering the west coast north to the Severn; then Wales and Lancashire.

The appendixes include the accounts of the schooner THETIS of Fowey from 1873 to 1876 and the cargo book of the ketch ALFORD of Bideford in 1895-96.

A book on this subject is long overdue, and this one serves as another illustration of how the commonplace is ignored until often too late. There were dozens of merchant schooners in service around the British Isles as recently as 1930; the author commenced collecting his material in 1935, but already so few records remained that he could get together only six sets of plans for this volume.

We have two criticisms of the book; one that the plans in many cases partly disappear into the binding; the other that the author's use of commas between sentences. But these are minor points, and we are looking forward to the appearance of the second volume of "The Merchant Schooners."

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ANDERSON, Ernest B., "Sailing ships of Ireland; a book for lovers of sail; being a record of Irish sailing ships of the Nineteenth Century," xv, 303 pp; 41 ill; two appendixes; index. Morris & Co., Dublin, 1951; price 18s 6d.

There is more to this book than is apparent from its title or subtitles, as in addition to Irish sailing ships it covers the steam packets owned in Ireland and trading across the Irish Sea to England, and also the transatlantic line that ran out of Galway in the 1860's.

The best known Irish sailing ship line was, of course, Corry's "Irish Stars," and the book devotes a chapter to them. Also operating out of Belfast were Thomas Dixon, Samuel Lawther and William Porter, while earlier in the century Belfast sent out a number of colonial clippers and also engaged in the coolie trade. Dublin had the deep-water fleet of Richard Martin & Co., while Londonderry was home port to William Mitchell's and Thomson, Dickie's fleets. The smaller ports had their colliers and coasters.

Ireland also boasted some noted shipyards including Harland & Wolff and Workman, Clark & Co., at Belfast, W.F.Bigger at Londonderry, Paul Rodgers at Carrickfergus, and a number of smaller yards. The third portion of the book is devoted to their histories.

The appendixes list the iron and steel sailing vessels owned by each of the shipping companies of Ireland and a register of 55 coasters owned in the port of Arklow since 1915.

Ernest Anderson was killed in an aircraft accident near Cairo in May 1947 at the age of 28, and the book was finished by his brother, R.M.Anderson. Perhaps because the compiler did not live to see it through the press, the book is often inaccurate in small details, and the spellings tend to be inconsistent. There is a good deal more to the book, however, than could have been derived by simply compiling all references to Irish shipping from recent maritime literature, and if used with due caution it will serve as a major source of material on Irish shipping.

The illustrations are all ship portraits, sail and steam.

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.116,

1890, continued.

CLARA A. PHINNEY	480	Bath, Maine	Kelley & Spear	1916 SANT FOST of Barcelona, Spain
D. J. SAWYER	343	Jonesport, Me.	D.J.Sawyer	1916 RENA A.MURPHY; Dec.1916 barge, Key West; Feb.1917 rerigged, Mobile; 1918 foreign.
DAMIETTA & JOANNA	330	Yarmouth, Me.	Giles Loring	Lost Bahamas Aug.1919
EDNA & EMMA	182	Baltimore, Md.	McCosker & Co.	Lost 1899.
EDWARD H. BLAKE	544	Millbridge, Me.	J.W.Sawyer & Son	1917 MONTE PONI, Havre.
ELLA B. KIMBALL	215	Bath, Me.	Kelley & Spear	Lost 1897.
ELWOOD H. SMITH	439	New London, Conn.	Jas.Davidson & Son	Missing August 1899.
EUNICE L. CROCKER	677	Bath, Me.	Morse Bros.	Lost 1896.
FRANCES GOODNOW	359	Harbor View, Mass.	R.Crosbie & Son	Wrecked Apr.1923, Me.cst
FRED GOWER	819	Calais, Me.	Rideout & Lord	Lost early 1901.
FREDERICK ROESSNER	406	Bath, Me.	New England Co.	Foundered 16 Jan.1915.
GEORGIA GILKEY	641	Searsport, Me.	A.J Nickerson	1919 sold to Spanish owners in Las Palmas; rn PAQUITO ORIVE. Still afloat, Montevideo.
GOLDEN RAIL	286	Kennebunkport, Me.	David Clark	Wrecked 28 Jan.1909.
HARRY KNOWLTON	317	Tottenville, N.Y.	Ellis & Son	Sunk Feb.1907, collision
HARRY S. LORD JR.	252	Bath, Me.	George Hawley	Lost 1896.
HARRY W. HAYNES	295	Ellsworth, Me.	I.M.Grant	Wrecked Me.cst March'17.
HELEN KELLER	244	Bath, Me.	George Hawley	Lost 1895.
HENRY CLAUSEN JR.	549	Bath, Me.	New England Co.	Foundered Nov.1908.
HENRY G. MILLIKEN	179	Bath, Me.	George Hawley	Lost 1897.
HORACE G. MORSE	437	Bath, Me.	Morse Bros.	Wrecked 19 Jan.1907.
HOWARD B. PECK	472	New London, Conn.	Jas.Davidson & Sn.	Wrecked 15 Feb'08 Fire I.
J. E. DU BIGNON	493	Boston, Mass.	W.McKie	Missing Dec.1918.
JAMES M. SEAMAN	648	Newcastle, Me.	Gay	Capsized Feb.1898.
JEROME B.LOOK	361	Columbia Falls, Me.	John Crandon	Foundered Aug.1898.
JESSE C. WOODHULL	602	Bath, Me.	William Rogers	Foundered Aug.1898.
JOHN W. HALL	346	Fredarica, Del.	Nathaniel Lank	Wrecked 12 March 1912.
JOSEPHINE ELLICOTT	391	Columbia Falls, Me.	Isaac Carleton	Missing Jan.1908.
L. N. DANTZLER	138	Pascagoula, Miss. rebuilt. Auxiliary 1910; sold foreign 1914.		Formerly MINNIE IRWIN;
LAURA L.SPRAGUE	594	Rockland, Me.	G.A.Gilchrest	Wrecked 18 March 1913.
LAURA M. LUNT	567	Rockland, Me.	G.A.Gilchrest	Foundered 4 March 1914.
LELIA SMITH	278	E.Machias, Me.	Chas.J.Frye	Lost, spring of 1899.
LIZZIE E. DENNISON	528	E.Deering, Me.	Geo.Russell	Wrecked 10 Mar.1918.
LOUIS V. PLACE	735	Kennebunk, Me.	Geo.Christensen	Lost 1895.
MARTIN C. EBEL	414	Boothbay, Me.	C.& G.W.Hodgdon	Lost 1896.
MARY B. BAIRD	908	Camden, N.J.	Morris & Mathis	Foundered 27 June 1912.
MARY C.STUART	203	Bluehill, Me.	Frank Cousens	Sold foreign 1903.
MAYOOSHEN	184	Wiscasset, Me.	Maine SB & Nav.Co.	Lost 1895.
NATHAN F. COBB	656	Rockland, Me.	Cobb, Butler & Co.	Lost 1897.
NELLIE A. WALKER	199	Bath, Me.	C.B.Harrington	Lost 1891.
P. T. BARNUM	667	Bridgeport, Conn.	A.J.Beardsley & Sn.	foundered 19 Dec.1906.
PERCY & LILLIE	503	Port Jefferson, N.Y.	Jas.E.Bayles	Lost 1903.
RICHARD S.SPOFFORD	488	Newburyport, Mass.	Geo.E.Currier	Lost 1895.
ROBERT A. SNYDER	375	Milford, Del.	T. Carlisle	Wrecked 14 Sept.1917
ROBERT INGLEE CARTER	828	Made barge 1895; further cut down 1897; lost 1902 E.Boston, Mass.	Jn.M.Brooks	
SADIE C. SUMNER	672	Thomaston, Me. rerigged Aug.1917; 1918 became MONTE GRANDE of Havre, France.	Dunn & Elliot	Made barge Nov.1916;
THOMAS F. POLLARD	707	Dennisville, N.J.	R.S.Leaming	Foundered 1 Oct.1920.
WALTER W. RASIN	679	Baltimore, Md.	H.Brusstar & Bro.	Lost 1897.
WILLIAM SMITH	468	Camden, Me.	H.M.Bean	Lost 1895
WILLIAM H. SWAN	840	Camden, N.J. BROOKS; lost 1904	John L.Mills	Jan.1901 rn.JOSEPH W.
WILLIAM L. BRADLEY	509	Millville, N.J.	James D.Bell	Foundered 10 Oct.1891.
WINNEGANCE	264	Phipsburg, Me. converted 1929,	John G.Morse	1920 rn.JOHN L.MARTINO;

1889

ADDIE CHARLESON	658	E.Deering, Me.	George Russell	Lost 1902.
AGNES E. MANSON	842	Bath, Me.	A.Sewall & Co.	Lost 1903.
ANNIE B. MITCHELL	463	Madison, Conn.	M.B.McDonald	Register abandoned 1946.
CHARLES D. HALL	395	New London, Conn.	J.Davidson	Lost 1902.
CLIFFORD I. WHITE	308	Harrington, Me.	Everett I.White	Lost 13 Aug.1916.
DUDLEY FARLIN	362	Newcastle, Me.	T.E.Gay	Lost 1891.
EDNA	325	Columbia Falls, Me.	Isaac Carleton	Sold Finnish 1920.
EDWARD F. MANSFIELD	714	Madison, Conn.	Wm.C.Crossley	Lost 1894.
ETHEL F. HAWLEY	237	Bath, Me.	George Hawley	Lost 1892.
FIHEMAN	174	Bath, Me.	George Hawley	Lost 22 Jan.'07, Me.cst.
FLORENCE	699	E.Deering, Me.	George Russell	Lost 1901.
GERTRUDE A.BARTLETT	374	Brewer, Me.	E.& I.K.Stetson	Foundered 27 Sept.1906.
H. E. THOMPSON	683	Machias, Me.	John Shaw	Lost W.Indies 8 Apr.'08.
IRA B. ELLEMS	276	Rockland, Me.	Cobb, Wight & Co.	Lost W.Indies 12 June'18.
J. F. COOLIDGE	447	Millbridge, Me.	J.W.Sawyer	Lost 1896.
J.HENRY EDMUNDS	284	Dennisville, N.J.	Frank Wentzell	Sunk collsn.1 Feb.1910.
JAMES DUFFIELD	187	New London, Conn.	Jas.Davidson & Son	Lost Del.cst 30 Apr.'12.
JENNIE C. MAY	882	Bath, Me.	New England Co.	Lost 1902.
JESSE BARLOW	276	Boston, Mass.	Jn.M.Brooks	Sunk collsn.17 Dec.'07.
JOEL COOK	401	Bath, Me.	Kelley & Spear	Sold French, Oct.1919.
JOEL F. SHEPPARD	567	Boothbay, Me.	W.Adams & Son	Burned out at Harberton, Va., 20 Nov.1911. 1913 barge MATTIE L.JOHNSON; 1918 WILLIAM T.LANK; 1929 HOWARD WOOD. 22 Dec.1944 foundered at Wortens Pt., upper Cheaspeake Bay.
JOHANNA SWAN	668	Harrington, Me.	Albert M.Nash	Lost 1899.
JOHN M.MOORE	624	Dennisville, N.J.	Richard S.Leaming	Lost 1895.
JULIA FRANCES	183	Kennebunkport, Me.	David Clark	Torpedoed 27 Jan.1918.
KATE S. FLINT	584	Bath, Me.	John McDonald	Lost 1898.
LILLIAN WOODRUFF	332	Boothbay, Me.	C.& G.M.Hodgdon	Foreign 1910; renamed PORTUENSE of Oporto, Portugal.
LONGFELLOW	267	Bath, Me.	Kelley & Spear	Lost W.Indies 18 Jan.'19.
MARIAN	258	Camden, N.J.	Morris & Mathis	Lost Mexico 17 May 1907.
MARION F.SPRAGUE	787	E.Boston, Mass.	J.M.Brooks & Sn.	Lost 1895.
MARY L. CROSBY	487	Millbridge, Me.	J.W.Sawyer & Sons	Lost off Hatteras Jun.'15
MARION MANSON	527	Bath, Me.	Elwell S.Crosby	Lost 1891.
MINNIE BERGEN	387	Milford, Del.	J.W.Abbott	Lost 1899.
MONTANA	377	Bath, Me.	New England Co.	Lost 1905.
MYRA B. WEAVER	524	Bath, Me.	John McDonald	May 1901 renamed PENDLETON SATISFACTION. Lost on coast of Haiti, 3 Feb.1913
OLIVE PECKER	876	Belfast, Me.	George A.Gilchrest	Lost 1898.
ROBERT McFARLAND	641	Thomaston, Me.	Dunn & Elliot	May 1913 rn EDITH S. CUMMINS; Nov.1916 sold British; rn FRESHHOPE of Liverpool.
RODMAN R.NICKERSON	509	Boston, Mass.	John M.Brooks	Lost 1895.
WM. F. GREEN & SON	523	Boston, Mass.	W.F.Green & Son	Renamed WALTHAM 1893; 27 Oct.1925 wrecked at Shearbrook, Nova Scotia.

1888

ALICE McDONALD	656	Bath, Me.	John McDonald	Hulk on west coast 1910.
ANNA V. LAMSON	337	Milford, Del.	J.W.Abbott & Co.	Missing Oct.1896.
ARTHUR V.S.WOODRUFF	193	Essex, Mass.	John James & Co.	Lost W.Indies 20 Apr.'20.
ARVESTA	504	Port Jefferson, N.Y.	J.M.Bayles & Son	Lost 1893.
CORA DUNN	554	Thomaston, Me.	Dunn & Elliot	Lost early in 1899.
DRISKO	261	Millbridge, Me.	J.W.Sawyer & Sons	Lost 1894.
EDWARD W. YOUNG	424	Boston, Mass.	John M.Brooks	Lost 1901.
FANNIE J. BARTLETT	830	Bath, Me.	E.S.Crosby	Lost 1894
FRANK S. WARREN	568	Bath, Me.	Kelley & Spear	Lost 1893.
GRACE SEYMOUR	633	Hadlyme, Conn.	H.H.Hanscom	Foundered 4 Dec.1915.
HATTIE A. MARSH	436	Madison, Conn.	M.B.McDonald	Lost 1903.
HORATIO L. BAKER	828	Bath, Me.	Gardiner G.Deering	Foundered 1 March 1915.
J.C.McNAUGHTON	153	Milford, Del.	J.W.Abbott & Co.	Lost 1899.

SAILING SHIP NEWS

ALASTOR, Br.bk; built Sunderland 1875. being broken up on Thames.

ANNIE C.ROSS, 4m.Sch. We reported her mastless last month; she still has her lower masts, but not topmasts.

DANMARK, Dan.aux.tr.ship. 3 March sheltering Skagen (from N.Orleans 25 Jan.)

FANTOME, Br.aux.4m.sch.yacht. Recently moved to a different pier at Lake Union, Seattle, where she is on public display.

ISKRA, Pol.aux.tr.sch. Active during 1951 at Gdynia.

PAMIR, Ger.aux.4m.bk. 28 Feb.arr Rio in tow (had lost screw). 5 Apr.left Rio; 8 Apr.arr Vitoria to load for Rotterdam.

PASSAT, Ger.aux.4m.bk. 22 Mar.arr Rio Grande; 10 Apr.left for Buenos Aires.

REGINA, 2m.sch. Built Machias, Me., 1891; long preserved on stilts at Kennebunkport by Booth Tarkington. To be dismantled and hull scuttled at sea.

TALCA, Br.hulk (ex bark built Liverpool 1889) Hulked at Dartmouth 1927; recently scrapped.

WAWONA, 3m.Sch. Scheduled to sail from Seattle 15 May on an expense-sharing cruise to Tahiti.

ZINITA, Br.hulk (ex bark built Glasgow 1894). Hulk at Dartmouth 1921; recently scrapped.

(With thanks to Bob Applebee, A.O.Anderson, Gordon Jones, and Ed Collins for news)

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H.M.BEAN (continued from p.135)

Plans exist of a few Bean vessels. The five-master MARGARET HASKELL of 1904 was designed by B.B.Crowninshield, and her lines and sail plan have been widely reproduced: in the "Nautical Magazine" for Feb.1904, "Rudder" for July 1916; Desmond's "Wooden Shipbuilding," and most recently in Parker's "Great Coal Schooners." There was a small sail plan of the GEORGE W.WELLS in "Marine Review" for 12 Apr.1900, and the sail plan of MERTIE B.CROWLEY is in Underhill's new "Deep-Water Sail."

The JOHN B.PRESCOTT of 1899, measuring 300 x 44.3 x 23 ft, had 112' oregon pine lowermasts, the fore 29" dia and the rest 28". The topmasts were 56', the fore 20" and the rest 18" dia. Bowsprit 30' outboard. 30" square: jibboom 75' x 20" dia. Spanker boom 78' x 17"; 4 booms 48' x 14".

The J.C.STRAWBRIDGE, 182.7 x 37 x 17, had 88' o.p.lower masts and 55' topmasts; 38' hard pine bowsprit; 35' spruce jibboom; and 63' o.p.spanker boom

U.S.SQUARE-RIGGERS SINCE 1870

(continued from p.129)

Tons-- This is the original gross tonnage.

Where Built-- The place of building is subject to a characteristic uncertainty, in that commonly the most important port of the customs district was credited as the place of building, when actually one of the less well-known outports might be concerned. Kennebunk, for example, was commonly entered as building place for ships constructed at Kennebunkport; San Francisco for Oakland or Alameda; Portsmouth, N.H., for Kittery, Me.; Newcastle for Damariscotta (or vice versa); Boston for East Boston; Camden for Rockport. Where definite knowledge of such cases has been available, the true locality has been shown.

Builders--As pointed out in LC, v.1, p.43, there is a good deal of possible ambiguity as to what is meant by the builder of an American vessel. R.B.Applebee has sent us a list of vessels built at Stockton, Me., in which three columns are given, one of "builder and contractor," another of "master workman," and a third of "shipyard." In a few cases, the same name appears in all three columns for a particular vessel; but in the majority of cases there are three different names of individuals or firms.

These represent the shipyard owner, to whom the yard in many cases represented only a piece of real estate, which it might be more profitable to lease as a shipyard than as a cow-pasture or bean field; the contracting shipbuilder, who agreed to deliver a vessel of a given tonnage for a given price for hull, spars, and iron-work, and often worked upon her with his own hands; and the builder in the financial sense, who paid the contracting shipbuilder and the suppliers of sails, rigging, boats, and outfit, and sold shares in the completed vessel to the part owners.

In some cases, it appears, the contracting builder also found materials; while in others he supplied only labor.

There were of course also shipyards like most of the Boston and Newburyport yards and those of William Rogers and Goss & Sawyer at Bath, which contracted for and delivered complete vessels. In the case of these, there is little difficulty in identifying the builder, but in other case the classification books may record either the party of the first part or the party of the second part in the building contract, while

(continued on p.144)

BRISTOL	B	592	Damariscotta Me	C.G.Merry	Bristol Me
C. F. SARGENT	S	1704	Yarmouth Me	C.F.Sargent	Yarmouth Me
CAPRERA	B	709	Stockton Me	N.G.Hichborn	Stockton Me
CARRIE L.TYLER	Bkn	566	Northport NY	Jesse Carll	New York
CARRIE M.CLARK	S	1327	Waldoboro Me	J.Clark & Sons	Boston
	Became German ANNA 1883; 1904 barge CARRIE CLARK of New York				
CHAMPLAIN	S	1473	E.Boston Mass	Campbell & Brooks	Boston
CHARGER	S	1444	E.Boston Mass	Smith & Townsend	Boston
CHARLES W.COCHRANE	B	1105	Bath Me	Goss & Sawyer	Boston
CONQUEROR	S	1622	E.Boston Mass	Smith & Townsend	Boston
DAVID BABCOCK	Bkn	487	Belfast Me	H.McGilvery	Belfast Me
DAVID BOYD	Bkn	434	Portland Me	William Curtis	Portland Me
DISCOVERY	Bkn	416	Port Discovery WT	Charles Murray	San Francisco
DORIS ECKHOFF	B	557	Millbridge Me	Ezekiel Dyer	New York
EDWARD KIDDER	B	1015	Newburyport Mass	Atkinson & Fillmore	Boston
EDWARD MAY	B	928	E.Boston Mass	Smith & Townsend	Boston
EDWIN REED	B	1216	Bath Me	Adams & Hitchcock	Bath Me
EDWIN H.KINGMAN	B	1111	Bath Me	Goss & Sawyer	Boston
ELLA	Bkn	260	Freeport WT	W.Bryant	Freeport WT
ELMIRANDA	B	656	Stockton Me	Henry S.Staples	Stockton Me
ELVINA	Bkn	353	Bath Me	Goss, Sawyer & Packard	New York
EMMA AND ALICE	B	702	Calais Me	J.& C.Short	New York
EXPORTER	S	1370	Newburyport Mass	G.W.Jackman	Newburyport
EYVOR	Bkn	580	Belfast Me	Henry McGilvery	Boston
F. L. CARNEY	B	580	Sheepscott Br Me	F.L.Carney	New York
FERRIS S.THOMPSON	B	531	Setauket NY	G.E.Hand	New York
FRANCONIA	S	1461	Bath Me	W.V.Moses & Son	Bath Me
FRANK PENDLETON	S	1414	Belfast Me	Henry McGilvery	Searsport Me
FRED EUGENE	Bkn	470	Waldoboro Me	William Fish	Portland Me
FRESNO	B	1245	Bath Me	William Rogers	San Francisco
G. C. TRUFANT	S	1502	Newburyport Mass	John Currier Jr.	Newburyport
GAMALIEL	B	567	Baltimore Md	Welland	Baltimore
GATHERER	S	1509	Bath Me	Albert Hathorn	Bath Me
GENERAL FAIRCHILD	B	1428	Freeport Me	Briggs & Cushing	Freeport Me
GENEVA	S	1535	Bath Me	Houghton Bros.	Bath Me
GEORGE MOON	B	917	Mystic Conn	Hill & Grinnell	Mystic Conn
GEORGIETTA	B	459	Millbridge Me	J.W.Sawyer	New York
GOLDEN SHEAF	Bkn	454	C Elizabeth Me	Randall & Brewer	Portland Me
HAGARSTOWN	S	1903	Richmond Me	J.M.Hagar	Richmond Me
HARMONIA	S	1497	Newburyport Mass	John Currier Jr.	Boston
HARRIET H.McGILVERY	S	1329	Brewer Me	William McGilvery	Searsport Me
HARRIET S.JACKSON	Bkn	497	Yarmouth Me	Hutchins & Stubbs	Portland Me
HIGHLAND LIGHT	S	1315	Bath Me	William Rogers	Bath Me
ISAAC JACKSON	B	617	Deering Me	George Russell	Portland Me
J. B. BROWN	S	1551	Kennebunkport Me	Titcomb & Thompson	Portland Me
J. H. CHADWICK	B	479	Deering Me	R. Lewis & Co.	Portland Me
JAMES CONDIE	Bkn	781	Kennebunkport Me	David Clark	New York
JOHN PASCAL	S	1470	Rockport Me	Carleton, Norwood & Co.	Camden Me
JOHN F. ROTTMAN	B	633	Harrington Me	Alonzo Nash	New York
JOSEPH S. SPINNEY	S	1989	Thomaston Me	Creighton & Mills	Thomaston
JOSEPHINE	Bkn	598	Waldoboro Me	J.Clark & Son	Boston
KIOTO	Bkn	673	Bath Me	Hagan & Thurlow	Boston
LANDSEER	S	1419	Newburyport Mass	G.W.Jackman Jr	Boston
LAURA R. BURNHAM	Bkn	673	E.Boston Mass	Campbell & Brooks	Boston
LEADING WIND	S	1208	Bath Me	Goss & Sawyer	Boston
LEVANTER	Bkn	644	Thomaston Me	Stetson, Gerry & Co.	Thomaston
LORINDA BORSTEL	B	456	Camden Me	A.S.Eells	New York
LUCILLE	S	1394	Freeport Me	E.C.Soule	Freeport Me

1874, continued.

MABEL	B	783	Bath Me	O.Blaisdell	Boston
MARTHA P. TUCKER	B	654	Bath Me	Goss & Sawyer	Bath Me
MARY L. STONE	S	1459	Bath Me	Goss & Sawyer	Boston
MINNIE ALLEN	B	662	Bath Me	Brown & Hodgkins	Boston
MINNIE HUNTER	Bkn	457	Lubec Me	J. McBride	Boston
MOSES B. TOWER	Bkn	637	E.Boston Mass	Campbell & Brooks	Boston
NELLIE M. SLADE	Bkn	561	E.Boston Mass	W. Crosby	Boston
NINEVAH	Bkn	472	E.Boston Mass	A. & G.F.Sampson	Boston
NORENA	Bkn	439	Bath Me	Goss & Sawyer	Portland Me
NORRIS	S	1155	Damariscotta Me	E.Norris	Damariscotta
NORWAY	B	530	Chelsea Mass	Pierce & Montgomery	Boston
OCCIDENTAL	S	1534	Bath Me	E. & A. Sewall	Bath Me
OCEAN KING	4m.B	2516	Kennebunkport Me	N.L.Thompson	Boston
OCEAN PEARL	Bkn	459	Deering Me	L.O.Merrill	Portland Me
ORIENTAL	S	1638	Bath Me	E. & A. Sewall	Bath Me
R. B. FULLER	S	1360	Belfast Me	C. P. Carter & Co.	Boston
R. K. HAM	Bkn	569	Prt Blakely WT	W. Bryant	Prt Blakely WT
RADIANT	S	1608	Newburyport Mass	Jn.Currier Jr.	Boston
REPORTER	S	1350	Newburyport Mass	G.W.Jackman Jr.	Newburyport
ROBERT KELLY	B	823	E.Boston Mass	D. D. Kelly	Boston
ROBINSON CRUSOE	B	464	E.Boston Mass	Campbell & Brooks	Boston
ROSIE WELT	S	1436	Waldoboro Me	Reed, Welt & Co.	New York
S. M. STETSON	Bkn	707	Port Madison WT	H.R. & O. Reed	San Francisco
ST. JOHN SMITH	S	2220	Kennebunkport Me	Thompson & Titcomb	Portland Me
ST. LUCIE	Bkn	707	Bowdoinham Me	Merrow	New York
ST. PAUL	S	1894	Bath Me	Chapman & Flint	New York
SARAH DOE	See ADOLPH ENGLER				
SARATOGA	S	1441	E.Boston Mass	Campbell & Brooks	Boston
SIERRA NEVADA	S	1672	Kennebunkport Me	N.L.Thompson	Boston
SOPHIA R. LUHRS	B	661	Millbridge Me	W. R. Sawyer	New York
SPARTAN	S	1449	E.Boston Mass	R. E. Jackson	Boston
STILLMAN B. ALLEN	B	586	E.Boston Mass	Abiel Gove	Boston
	Renamed WHITE CLOUD Feb.1884.				
STORM KING	S	1262	Richmond Me	Harward & Theobald	Richmond Me
SUSAN GILMORE	S	1204	Newburyport Mass	Atkinson & Fillmore	Boston
TEWKSBURY L. SWEAT	B	550	Yarmouth Me	Hutchins & Stubbs	Portland Me
THOMAS A. GODDARD	B	682	Duxbury Mass	Merritt Bros.	Boston
TRIUMPHANT	S	2046	Quincy Pt Mass	George Thomas	Boston
VALIANT	S	1573	Damariscotta Me	George W.Lawrence	Boston
VOYAGER	S	1356	Damariscotta Me	Chase Bros.	New York
WALKER ARMINGTON JR.	B	521	Rockland Me	S. Starrett	Rockland Me
WEALTHY PENDLETON	B	810	Searsport Me	P. Pendleton	Searsport Me
WESTERN SHORE	S	1178	Coos Bay Ore	Simpson Lumber Co.	San Francisco
WHITE CLOUD	See STILLMAN B. ALLEN				
WILLARD HUDGETT	B	875	Stockton Me	W. Hudgett	Stockton Me
WILLIAM COBB	Bkn	425	Dighton Mass	Simeon Briggs	Dighton Mass
WILLIAM H. GENN	B	518	Bucksport Me	W. H. Genn	Bucksport Me
XENIA	B	1174	Bath Me	Goss & Sawyer	Boston

(continued from p.142)

a local history may name the proprietor of the land on which the vessel was built.

First home port-- The port to which an American vessel belongs was defined by R. S.4141 (31 Dec,1792) as that "at or nearest to which the owner, if there be but one, or, if more than one, the husband or acting and managing owner of such vessel, usually resides." By an act approved 26 June 1884 the home port, marked upon the stern, is "either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside."

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ERRATA---ELIZA McNEIL (1871) should be 1583 tons; CUBA (1872) should be s ship; JAMES G.PENDLETON (1872) should be 938 tons.

LOG CHIPS

VOLUME THREE NUMBER ONE 1 JULY 1952

It's a long time since we were last in California, but we managed to work in a quick trip in June. Here is the

LOG OF A TRIP TO CALIFORNIA

We were an hour late getting into the Naval Air Station at Miramar, as one of the two engines had been sputtering ever since we crossed the Arizona border. But we landed safely and soon had an opportunity to inspect the new aquarium-museum of the Scripps Institution of Oceanography at La Jolla. This boasts of being the only oceanographic museum this side of Monaco, and is well worth a visit.

At San Diego, the old bark STAR OF INDIA still lies alongside the seawall, bereft of her topmasts. Mission Bay has been dredged and channelled according to plan, but apparently there isn't enough water to bring the STAR OF INDIA around there, as had been planned several years ago.

Out on Point Loma, a monument has been erected to Cabrillo, the Spanish discoverer of this coast in the 16th Century, but the sculptor seems to have given his vessel a jib!

We didn't have time to give Jerry Mac Mullen a call at Coronado; but on walking into the new quarters of the Bancroft Library on the Berkeley campus a couple of days later we found him busily at work on the shipwrecks in the Bancroft Scraps. Under the new setup there, readers are admitted to the stacks of the bound California newspapers, greatly expediting historical research.

There are quite a few nautical exhibits around San Francisco now. The Coulter murals are still in the Merchants' Exchange Building, but a branch bank now occupies the quarters. Mr.Haviside, of the rigging firm, still has his private collection of historical material, and the De Young Museum in Golden Gate Park has two rooms devoted to the sea. The GJØA, newly refitted, is nearby. In the new quarters of the California Packing Company the Alaska Packers Association has a small exhibit, dealing mostly with salmon, but having the half-model of the BLAIRMORE (later STAR OF ENGLAND) as its high-light. The new home of the Sailors' Union of the Pacific displays in its lobby Eric Swanson's magnificent rigged models of the JAMES ROLPH and GOLDEN GATE.

But the finest exhibit of them all, and one that the serious visitor should set aside the best part of a day to cover fully, is Karl Kortum's new San Francisco Maritime Museum at the foot of Polk Street, just beyond Fisherman's Wharf. Here, all of California's maritime history is on display in a remarkable series of well planned and executed exhibits. Relics, photographs, plans, and models are all tied together with appropriate captions, and the research behind the displays is of the highest order of accuracy.

The main lobby has Eric Swanson's giant rigged model of the five-masted ship PREUSSEN, and such full size material as the head rails and trailboards of the four-masted schooner COMMERCE and the windlass of the ship STAR OF FRANCE. All phases of San Francisco's maritime past are treated in more or less detail, not omitting the grain ships and salmon packers; the Bay steamers, ferries, scow schooners, and lateen fishing boats; the South Sea traders; the Ferris steamer and the five-masted barkentines converted from it; the clippers; the Pacific Mail steamers; and the lumber schooners.

At the Museum was Harry Dring, visiting with his brother, and we looked at some of the photographs he has rescued around Grays Harbor.

That night we had dinner with Jerry Mac Mullen and Harold Huycke at Henry Rusk's, and we brought ourselves up to date on the histories of a great many vessels and the doings of a lot of people. The PACIFIC QUEEN, formerly STAR OF ALASKA, is still in Long Beach harbor, and there are some negotiations under way to bring either her or STAR OF INDIA to San Francisco for preservation in the basin next to the Museum.

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NEHEMIAH HAND OF SETAUKET

Continuing our study of shipbuilding in northern Brookhaven township, we are fortunate in having available an account of the career of Nehemiah Hand of Setauket, in his own words. This was published in the Port Jefferson "Times" on 21 Feb.1947 by Thomas R. Bayles, and we are indebted to Albert G. Hallock for a look at the clipping.

"I was born in the village of Fireplace (Brookhaven) January 19th, 1814," he begins. "My father's name was Nehemiah, and he was a descendant of the Hands who were among the first settlers on the east end of Long Island. My mother was a daughter of General Mapes, who came to this country during the Revolutionary War.

"My father was drowned in November 1813, with ten other men, all heads of families, while fishing in the sea at New Inlet on the South Beach. I was born the following January, my mother being left with five small children to care for. When I was 17 years old I walked 18 miles to Stony Brook to see my brother, who was a shipwright.

"He agreed to give me my board and clothes and a quarter's schooling until I was 21. The schooling I did not get, never had but 72 days' schooling in my life. While with him I had the rheumatism so bad that I had to go on crutches for three months, and was made a cripple for life.

"The summer of 1835 I was 21 and worked for Titus Mathews of Bridgeport. In 1836 I built the schooner DELIGHT for Adam Bayles. In 1837 I made the model and molds for the schooner SWALLOW and helped build her by the day. In 1838 I was married to Mary Bennett of Setauket. That year I worked for Bell & Brown and learned to build square-rigged vessels."

(There were both Bells and Browns among the builders of Port Jefferson, though no firm of Bell & Brown can now be identified at this period. Perhaps Hand means the firm of Brown & Bell, noted packet builders of New York City.)

"In 1839 I built the vessel HARDSCRABBLE for Louis Davis of Miller's Place. In 1840 I bought a lot and built a house in East Setauket. In 1844 I laid down the first set of ways ever built in Setauket, for repairs. I soon got a vessel to repair, the MARTHA ANN, and before she was done I contracted with Capt.Charles Tyler to build the sloop COMMERCE, and to own one-quarter of her when finished.

"In 1846 I built the schooner MARY ROWLAND for Capt. Thomas W. Rowland, which proved to be a good sailer. The same year I built the schooner ALBEMARLE for William Whitehead of Suffolk, Va., and in 1848 built another schooner, the SOUTHAMPTON, for the same man. These vessels brought pine wood from Virginia to Providence for steamboat use before coal was used.

"In 1849 I built a schooner on my own account and called her the MARIETTA HAND after my oldest daughter. I sold one-half of her to Capt.Micah Jayne, the boat to be commanded by Capt.Scudder Jayne. In four years she had earned us $7200, when we sold her for $5800, which was $200 more than she cost us. In 1851 I built the brig N.HAND for Turner & Townsend. I owned one-fourth of her and in less than four years she had paid her owners $22,562 when we sold her for $10,250.

"In 1853 I built the schooner FLYING EAGLE on my own account. I sold half of her to Capt.Benjamin Jones and others. I sent her to Constantinople in the time of the Crimean War with a cargo of rum and pepper. I thought that would warm them up and make them fight if anything would. We got $5000 for carrying it. She was a good sailer and paid her cost in the first four years. In 1854 I built the bark C.W.POULTNEY. She cost $30,000 and ran as a packet between Philadelphia and New Orleans.

"In 1855 I built the brig T.W.ROWLAND. She cost $28,000 and I owned one-fourth. Setauket was a lively place that summer, from 90 to 100 men being constantly employed. Mechanics came from all quarters, more than there were houses for. I started the bark URANIA and finished her in 1856, for Capt.Wm.R.Turner. She cost $31,000 and was built for the coffee trade between New York and Brazil. Two years later she ran as a packet between Shanghai and Nagasaki, when Japan was first opened to the commerce of the world. She brought home a cargo of tea and silks, the freight on which amounted to $12,000.

"In 1857 I built the schooner ANDROMEDA for Capt.T.W.Rowland. He owned one-fourth and I three-fourths of her. We ran her three years between Bridgeport, Conn., and Washington, carrying marble to enlarge the Capitol."

The following list of Hand's vessels was furnished by Mr.Hallock, who obtained it many years ago from George E.Hand, the son of Nehemiah Hand Jr., and published it at that time in the Port Jefferson "Echo." We have checked it partially against official records, and tonnages given in pa-

rentheses are as furnished by the builder and unverified. It appears that it was customary for Suffolk County builders to give the year that work started as the year of building a vessel, and also to use a mode of reckoning tonnage that gave considerably higher tonnage figures than Custom House Measurement.

Incidentally, the first document of the sloop DELIGHT gives A.D.Bayles as master carpenter; but according to Hand's own statement he was the builder and Bayles the owner.

Built by N.Hand Jr.

1837	Sloop	DELIGHT	31	tons	(old)
1837	"	ELIZA JAYNE	(35)		
1839	"	HARDSCRABBLE	62	"	"
1841	"	HELEN JAYNE	(43)		
1843	"	DART	(18)		
1844	"	COMMERCE	(84)		
1846	Sch	NANCY MILLS	85	"	"
1847	"	MARY A.ROWLAND	109	"	"
1847	"	ALBEMARLE	148	"	"
1848	"	SOUTHAMPTON	165	"	"
1849	"	MARIETTA HAND	125	"	"
1850	"	NASSAU	(169)		
1852	Brig	NEHEMIAH HAND	262	"	"
1851	Sloop	CHASE	94	"	"
1853	Sch	FLYING EAGLE	241	"	"
1854	Bark	CHAS.W.POULTNEY	(398)		
1855	Brig	THOMAS W.ROWLAND	994	tons	(old)
1856	Bark	URANIA	405	"	"
1857	Sch	ANDROMEDA	223	"	"
1859	Bark	PALLAS	366	"	"
1860	Sch	ALDEBARAN	189	"	"
1862	Brig	MARY E. ROWLAND	263	tons	gross

Built by N.Hand & Son

1864	Brig	AMERICUS	396	tons	gross
1867	Sch	MARY A.TYLER	205	"	"
1868	Brig	MARY E.THAYER	276	"	"
1869	Tern	GEORGIETTA LAWRENCE	309		"
1870	Bark	G. DE ZALDO	476		"
1872	½ Bg	DAISY	439		"
1873	Bkn	THOMAS BROOKS	449		"
1873	Sch	NEHEMIAH HAND	194		"

Built by George E.Hand

1874	Bark	FERRIS S.THOMPSON	531	gross
1876	½ Bg	IRENE	491	"
1877	Bark	LOTTIE MOORE	880	"
1878	Bark	MONROVIA	464	"
1882	SS	FLORENCE	84	"

The most famous of Hand's vessels today is the half brig DAISY, by virtue of a voyage that Dr.Robert Cushman Murphy made in her to South Georgia in 1911-12. Originally a trader, the DAISY was bought by New Bedford owners in 1905 and put into the whale fishery. (continued on p.4)

DAVID B. BAYLES OF SETAUKET

There were two other important builders at Setauket, William Bacon and David B. Bayles. Apparently they were in partnership for a time, and Mr.Hallock furnishes the following list of vessels built by Bayles & Bacon:

1847	Sloop	EMILY	80 tons
1848	Sch	ARROW	164
1848	Sch	EDNA C.	200
1849	Sch	FASHION	100

For David B. Bayles alone we have the following list, to which both Mr.Hallock and Bob Applebee have contributed. It might be noted that the papers of the first vessel, R.W.BROWN, give Jonas Smith as builder, but as he was sole owner, this is probably a case similar to DELIGHT.

			old	new
1850	Sch	R.W.BROWN	199	
1851	Sch	FRANCIS SATTERLY	310	
1852	Sch	MARCENA MONSON JR	180	120
1853	Sch	CHARLES T.SMYTH	170	
1854	Sch	WIDE WORLD	274	256
1855	3m.Sch	FLEET WING	518	
1855	Sch	DECATUR OAKES	194	154
1856	Sch	D. B. BAYLES	261	
1857	Sloop	METEOR	(50)	
1859	Sch	HARRIET BREWSTER	274	
1860	½ Brig	CONFLICT	161	
1870	Ship	ADORNA		1460
1880	SS	WILKESBARRE		1533

There is a story that goes with the last two vessels. Captain James Davis, who had made a great deal of money in the cotton trade, ordered the ADORNA from D.B.Bayles in 1869, and she was the largest sailing vessel ever completed in Suffolk County. Captain Davis determined to follow her with the largest sailing vessel in the world, as a cotton carrier out of New Orleans, and he expended much time and treasure in collecting the materials of a ship to measure 235 x 40 x 31 ft.

Unfortunately, Capt.Davis ran short of cash through other speculations, and he was forced to sell the ADORNA to German owners and abandon the new ship with only the frame completed. After nearly 10 years the unfinished hull was sold to the Central R.R.of New Jersey, and Robert Palmer of Noank, Conn., finished her as a collier (a steam barge, some called her) of dimensions 239.6 x 47 x 19.5 feet and carrying about 2000 tons of anthracite coal. About 1893 she had her engine removed and was operated as a schooner barge, and she is not finally listed as scrapped until 1931. The ADORNA was later the Norwegian EUROPA.

DAVID T. BAYLES OF STONY BROOK

On p.136 of the last volume of LOG CHIPS we identified David T. Bayles as the son of C.Lloyd Bayles. It appears now that this relationship is incorrect, and although we do not yet have any biographical information on D.T.Bayles, we found a list of vessels built by him in the "History of Suffolk County," copyrighted in 1885 by Stephen A. Titus.

Stony Brook Harbor, on which the village of Stony Brook is located, is an arm of Smithtown Bay. It is within Suffolk County but in Smithtown township, the next township west of Brookhaven. Here D.T.Bayles built:

			Tonnage	
1852	Sch	RENELCHA HALLOCK	156	old
1854	"	BENJ. N. HAWKINS	369	"
1858	"	VILLAGE QUEEN	220	"
1861	"	LUNA	112	"
1863	"	GOLDEN RULE	125	gross
1865	"	OCEANUS	254	"
1867	3m.Sch	ROYAL ARCH	403	"
1871	Sch	WILLIAM R.KNIGHTON	157	"
1874	3m.Sch	ANNA	488	"
1875	Sch	CARIBBEAN	170	"
1883	"	B. F. JAYNE	78	"

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NEHEMIAH HAND (Continued from p.3) In 1916 she was chartered offshore again and loaded a cargo of beans for Europe. But she became leaky a little southwest of Brava in the Cape Verdes, and the bean cargo swelled and started her aged fastenings. The crew of 13 abandoned her in 14°28' N, 25°20'W on 29 October 1916.

Dr. Murphy's book, published in 1947 under the title "Logbook for Grace," is destined to become one of the classics of the sea. Just a year out of college, the author left his bride of four months for the opportunity to spend a year collecting the birds and other animals of the Atlantic and Antarctic. The book, put together out of a diary he kept for his wife, his scientific notes, and his letters home, is both entertaining and absorbing, and will be read as long as men follow the sea and women wait for them.

The bark FERRIS S. THOMPSON went out to the Pacific, and was a well known vessel in the Hawaiian sugar trade. In 1904 she was bought by a salmon packer, and after many years as an Alaskan cannery vessel she ended her days as a lumber barge.

Most of the other square-riggers built by the Hands after the Civil War seem to have been employed chiefly in the West Indies sugar trade.

B O O K R E V I E W S

MORGAN, Charles S., "Shipbuilding on the Kennebunk; the closing chapter," 40 pp., 11 ill. Historical Society of Kennebunkport, Kennebunkport, Me., 1952. 75¢.

This is Publication No.1 of the Society and is adapted from an address by Mr.Morgan to the society on the occasion of its first public meeting, 15 Feb.1952. It is focused on the three- and four-masted schooners built at Kennebunkport between 1867 and 1918. They range from the JEFFERSON BORDEN which was famous for her mutiny in 1875, to the EDMUND A.BILLINGS and KENNEBUNK, of which thumbnail histories have appeared in LOG CHIPS.

In addition to a series of interesting illustrations, the booklet includes a complete list of the schooners, with years, tonnages, builders' names, and home ports.

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"The Halship Saga, the war effort of Halifax Shipyards Limited," 50 pp.; ill. Halifax Shipyards Ltd., Halifax, N.S.(1947).

A collection of excellent illustrations concerning the war activities of the important shipyard at Halifax, Canada, this book has no text except the photograph captions. Unfortunately, no list of the vessels built by Halship is included.

***

THOMAS, Gordon W., "Builders of Gloucester's prosperity," 92 pp., ill. Cape Ann Savings Bank, Gloucester, Mass., 1952.

We have already referred in LOG CHIPS to the important series of articles in the Gloucester "Times," which started last year. The first 38 accounts in this series have now been collected into book form with the assistance of the Gloucester Fishermen's Institute, and are being distributed by the Cape Ann Savings Bank in observance of the opening of its new banking rooms.

Included are the life histories of such famous vessels as the GERTRUDE L.THEBAUD and COLUMBIA, which raced the BLUENOSE; the EFFIE M. MORRISSEY; and the RESOLUTE, an experimental beam-trawler built on the lines of a North Sea trawler, ketch rig and all.

The book includes a brief glossary of Gloucester fisherman terms, including "shacking," which means to salt the first fish caught and bring in the rest fresh, iced. An illustration is given of each vessel, and in most cases a list of spar dimensions is also included. This is an interesting and valuable book.

MacLEAN, Duncan, "Clipper ships and packets 1851-1853," 58 pp., index. LOG CHIPS, Washington, D.C., 1952. $2.00

While digging through newspaper files in the Library of Congress a couple of years ago, we stumbled onto the series of descriptions of new vessels that appeared regularly in the Boston "Atlas." These bear all the earmarks of having come from the same pen as the pamphlet description of the GREAT REPUBLIC, the authorship of which is ascribed to Duncan MacLean. Only a few of these stories have been copied by later writers, but the descriptions are so clear and complete that we felt a wider circulation should be given to them. We have accordingly reproduced the descriptions of forty vessels in facsimile, in a limited edition of 500 copies, and offer it for sale as above.

We have plans for further reprints of this nature, the progress of which depends on the reception given to the first effort.

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McDOWELL, William, "The shape of ships; being the story of the development of ships from the earliest time to the present day," 232 pp.; ill.; glossary. London, Hutchinson & Co., 1950. Price 8s 6d.

Written and illustrated by a naval architect turned marine artist, this book is a useful introduction to the history of ships. About half the text is devoted to the development of sailing ships, while the second half covers the invention of the steamboat and the evolution of modern powered war and merchant ships.

There are 64 illustrations, 16 of them in color, all drawn by the author.

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BRØGGER, A. W., and Haakon Shetelig, "Vikingeskipene; deres forgjengere og etterfølgere," 296 pp., 24 pl. Dreyers Forlag, Oslo, 1950. Price 25 kroner ($3.50).

"Viking ships, their predecessors and successors" opens with a chapter by Professor Brøgger on the earliest Scandinavian boats. He finds the controversial Bronze Age stone-carvings to depict skin-boats, and traces their development. His second chapter is on boat burials. Then Professor Shetelig discusses Viking ships, with particular reference to the three famous finds now preserved at Bygdøy, and Brøgger closes with an account of Norse vessels in the Middle Ages.

The illustrations are chiefly photos, and plans or construction drawing are unfortunately lacking; likewise a bibliography.

MacGREGOR, David R., "The tea clippers; an account of the China tea trade and of some of the British sailing ships engaged in it from 1849 to 1869," xx, 272 pp.; 41 ill.; 7 pl.; 22 figs.; bibl.; index. Percival Marshall & Co., London, 1952. Price 25s.

A modern book-length account of this subject, which was allotted a brief chapter in Clark's "Clipper Ship Era" and presented in a curious mixture of fact and hearsay in Lubbock's "China Clippers," is long overdue. Mr. MacGregor, who is an architect by profession and only four years out of Cambridge University, is one of the most promising of the new generation of nautical historians, and he has produced an important and valuable book.

The first part of the book tells of the tea trade, with a discussion of the sailing routes and weather conditions, which of course had a profound influence on the ships built for the trade; but the bulk of the book deals with the ships themselves. The author examines the theory that the "clipper" was invented by the Halls of Aberdeen and rejects it, after showing that the "Aberdeen bow" was indeed an invention.

The book is a well-organized combination of the chronological development of the tea clipper type with individual ship biographies. The photographs are mostly fresh material, the lines (drawn or traced by the author) are previously unpublished plans, and the figures (likewise drawn by the author) are mostly deck plans, midship outlines, and construction details. The latter make clear many of the minutiae of composite construction.

Appendixes list the China passages of all vessels described in the text, record runs, the spar dimensions of four vessels, comparative coefficients of under deck tonnage, and an exposition of the various rules for measuring tonnage. This is a book that belongs in every nautical library.

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POLK'S MODEL CRAFT HOBBIES, 168 pp.; index. Polk's, 314 5th Ave., New York City 1, 1952.

This is an interesting catalog of plans, kits, and fittings for the construction of ship models of all periods, model yachts, and model power boats. It sells for 50¢, but a coupon provides a 50¢ credit on orders of $5 or more.

A wide variety of this material is now available in America, and the degree of authenticity (or lack of authenticity) makes a fascinating study.

UNDERHILL, Harold A., "Deep -water sail," xxx, 302 pp., 100 plates, 100 figs., index. Brown, Son & Ferguson, Glasgow, 1952. 42s.

Here is the long-awaited work by Mr. Underhill, which has been hailed as the definitive word on the rigging of 19th and 20th Century sailing vessels. Indeed, the book goes beyond the subject of rigging and also treats of hull lines and in a few cases even of construction; yet, in spite of the broad coverage, it falls a good deal short of being the final word on the subject.

This is not to say that an even hundred of Mr. Underhill's carefully executed scale drawings with an additional hundred reproductions of photographs and his paintings is not good value for two guineas, for this is probably the most comprehensive collection of plans ever assembled in one place and will be a standard reference for years to come. However the author, familiar though he is with the works of Lubbock, some of the pre-war "Sea Breezes," and some other sources, has neglected to consult the volumes of "American Neptune," Morris' "Fore and aft rig in America," and other excellent authorities.

For this reason, we propose to present in LOG CHIPS an extended commentary on "Deep-water sail."

Chapters 2 and 3 of the book deal with much the same classes of vessel as Greenhill's "Merchant schooners," and should be read together with the latter. On p.23 is a reference to the "Grand Haven rig" of the Great Lakes, and it should be noted that this rig originated with a three-masted schooner that lost all but the stump of her mainmast, and set up a mizzen staysail in place of the mainsail. As Lakers operated mostly in tows by this period, the loss of sail area was not critical.

Plates 9-12 show the South Sea traders MOTAU, MURUA, and MAUNO, built for Burns-Philp of Sydney in 1917 at Oakland. These were just about the last two-masted trading schooners built at San Francisco; their deck arrangements were typical of copra traders, but not of ordinary American coasters. On p.32 we learn that the famous French gunboat ZELEE of Tahiti was Turner's PAPEETE of 1883 (LC v.2, p.93).

Plate 7 gives the lines of the 196-ton class of three-masted topsail schooner built at Kiel in 1921, as listed in LC, v.2, p.106; the others referred to by Underhill on p.46 are also listed there.

As described in "American Neptune," v.2, p.326, the AMERICANA was another British-built four-masted topsail schooner (though she did not come out originally with that rig) beside RIMAC (Underhill, p.47). The WATERWITCH (p.49) was abandoned at Loksa, Estonia, in May 1944. "Rudder" for 1899, p.62, has a set of lines to go with the sail plans of GALILEE given (as 3m.sch and half brig) in Plates 13 and 26. The R.R. S.RESEARCH in Plates 27 and 28 was influenced by the GALILEE, for the Admiralty borrowed CARNEGIE's plans from the Carnegie Institution of Washington, and her design reflected the Institution's experience with operating the GALILEE under charter.

The plans of a Hoogly pilot brig and of the Indian-built barkentine HYASTAN show interesting vessels (Pl.29-31, 35-36). Plate 37 is the sail plan of the 879-ton bark YUBA, built at River John, N.S., in 1873 by C.McLennan, and measuring 167.9 x 35.1 x 20 ft. Plate 41 is the sail plan of the steel four-mast barkentine ALTA of San Francisco, which was lost with all hands in 1923. Plate 43 is the sail plan of the bark R.P.RITHET, another San Franciscan, and it shows her spanker in 1892 with exactly the same rig as the modern Marconi rig of yachts.

Starting on p.125 and again on p.187, Mr.Underhill has some useful information on scaling from photographs, which may help take some of the mystery out of this art. His chapters on Ships and Big Barques and Barquentines add considerably to our knowledge of the design of large British sailing vessels of the end of last century, which has previously been limited to little more than the plans in Lubbock's "Last of the Windjammers," two sail plans in Holme's "Practical Shipbuilding" (SOUTH AFRICAN and HOTHAN), lines and a sail plan (FALLS OF EARN) in Thearle's "Modern Practice of Shipbuilding," lines of a vessel of about 600 tons in Watson's "Manual on Laying-Off," and KENILWORTH's sail plan.

DOLGONAR on p.164 should be DALGONAR. On p.206 the author states the plans of the first five-master FRANCE no longer exist; however, the sail plan and inboard profile are at p.290 of Laas' "Entwickelung und Zukunft der groszen Segelschiffe." The E.R.STERLING (p.218) was scrapped at Sunderland in 1928. It has always been understood that the fourth mast of GREAT REPUBLIC was for leading the mizzen braces aft; she was rigged at Charlestown, not Charleston, as stated on p.220. (To be continued)

SAILING SHIP NEWS

ANNIE C. ROSS, 4m.sch. Scheduled to be refitted in Maine this summer.

CARL VINNEN, Ger.aux.5m.Sch. Has been laid up at Gibraltar since 25 Oct.1946; now bought by Schliewen for training ship.

CITY OF NEW YORK, Hond.aux.3m.sch. At New York City in July with lumber cargo.

CORONET, 2m.sch.yacht. Built Brooklyn in 1865. Has lain at Portland, Me., since 1911, after a trip to Africa for Kingdom mission society. 8 June arr.Gloucester for refit as dude sailer.

DANMARK, Dan.aux.tr.ship. 15 Mar.arr Copenhagen from New Orleans.

DAR POMORZA, Pol.aux.tr.ship. 15 June arr Gibraltar from Poland; 18 June left for Genoa.

ENERGIA, Russ.aux.3m.sch. 14 Feb.arr Plymouth; 19th left; 28 Feb.left Gibraltar; 12 Mar left Suez; 17 Apr.in Singapore.

FOZ DO DOURO, Port.m/s. 28 June left Sydnew for New Zealand.

KUMJA, Russ.aux.3m.sch. 15 Feb.arr Plymouth from Kaliningrad; 19th left; 28 Feb.left Gibraltar; 11 Mar.left Suez; 17 April in Singapore Roads.

LA MERCED, 4m.aux.sch. A.B.'s this season in her get $355 per month.

MADALAN, Port.aux.bgn. 3 July left St.Vincent for Praia.

MERCATOR, Belg.aux.tr.Bkn. 13 Mar.arr Dakar; 4 Apr.arr Malaga; left 8th; arr Monaco 13th; left 18th; 24th arr Naples; 5 May passed Gibraltar; 21st arr Antwerp.

MONITOR, barge (ex 5m.Bkn.built Oakland, 1920). Long at Richmond, Calif., as fish reduction plant. June sold to Doc Freeman, Seattle, for dismantling and burning for scrap.

MOSHULU. Finn.4m.bk. At Stockholm since Oct.1948; bought by Schliewen and to be rerigged under name OPLAG.

PAMIR, Ger.aux.4m.tr.bk. 14 Apr.left Victoria; 30 May arr Rotterdam. Left 10 Jun; arr Bremen 11th, tow tug HUMBER. 20 June left Bremen for Santos; passed Dover 23d.

PASSAT, Ger.aux.4m.tr.bk. 16 Apr.arr Rosario; left 23d and Buenos Aires 30th; arr Antwerp 16 June. Left Bremen 3 July for Santos.

RIVERSDALE, Can.barge (ex ship built Port Glasgow 1894). June 1952 discharging lumber at Seattle from British Columbia.

SAGRES, Port.tr.bark. 22 June arr St.Vincent CVI (Alan Villiers aboard).

SCHULSCHIFF DEUTSCHLAND, Ger.aux.tr.ship. Reconditioned and will base at Elsfleth.

SØRLANDET, Nor.tr.ship. 28 June arr Kristiansand from London.

STATSRAAD LEHMKUHL, Nor.aux.tr.bark. Left Haugesund 3 June and Bergen 11th. 17 July arr New York City.

VIKING, Swed.4m.bk. In June loaded 4000 tons grain at Göteborg; to be grain storehouse.

WAWONA 3m.Sch. Has been chartered to South Sea Exploration Society Inc. Hove down at Kingston in July and bored sound -- only 2" hog. Capt.Pedersen, her owner, has no master's papers in sail, so her sailing is delayed.

(Thanks to Giles Tod, Gordon Jones, Bob Applebee, and John A.Meer for items.)

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IRISH PENNANTS

Amplifying references on pp.123 and 137 of LC, v.2, Mr. Otis S.Lloyd Jr.of Salisbury, Md., sends a couple of photos of the HATTIE E.GILES having her transom rebuilt on his father's marine railway there about 1903. It shows her as a fairly full vessel, but no ram. Also in the photo is the two-master ROBIN HOOD, built at Hamburg, Pa., in 1868 and measuring 100.0 x 17.4 x 7.8 ft. She has very bluff bows and a shovel stern, much like the later rams.

ALVENA'S HOMONYM IDENTIFIED

We remarked on p.102 of the last volume of LOG CHIPS that we had not identified the lady for whom the schooner ALVENA was named. Karl Kortum has since obtained for us a copy of the 1924 volume of Eureka ship registers, and from it we learn that Alvena Cuzner of Los Angeles, evidently a member of the family that operated the Kerchoff-Cuzner Lumber Co.in that port, owned 1/64 of the schooner. Irene Cuzner owned 1/64 of ALVENA's sister IRENE.

TWO WORLD SPEED RECORDS SET

SLO-MO-SHUN-IV averaged 150.515 knots in two one-mile runs (up wind and down wind) on Lake Washington, and in the same fortnight the liner UNITED STATES set records of 35.59 knots eastbound and 34.51 homeward bound between Ambrose Light and Bishop Rock.

NEW FOUR-MASTER BUILDING IN PORTUGAL

Alan Villiers writes us that the Monica yard at Gafanha has under way a short-ended 180-ft. four-master for the Grand Banks fleet. "Her lines look pretty good to me," he adds, "She will be a handsome addition to the fleet."

STEEL SAILING VESSELS BUILT IN FRANCE

Vessel name / Later name	Rig	Tonnage	Builders / Owners / Year / Owner given by	Fate
			Societe Anonyme des Anciens Chantiers Dubigeon, Nantes-Chantenay 1935	
OISEAU DES ILES	Aux.3m.Sch	398	Cie.Francaise des Phosphates de l'Oceanie, Papeete 1933	
COMMANDANT LOUIS RICHARD	Aux.Bktn	858	Jos.Briand et fils, St.Malo	
LIEUTENANT RENE GUILLON	Aux.Bktn	858	Jos.Briand et fils, St. Malo 1912	
			S.A.des Chantiers et Ateliers de la Gironde, Bordeaux	
FRANCE	Aux.5m.Bk	5633	Prentout-Leblond, Leroux & Heuzey, Rouen. 1903	Lost 1922.
			Ateliers et Chantiers de la Loire, St.Nazaire	
CORNIL BART	Bark	2362	Soc.des Voiliers Dunkerquois, Dunkirk. 1902	Scrapped'26.
			S.A.des Forges & Chantiers de la Mediterranee, La Seyne	
BONNEVEINE	Bark	2698	Soc.Marseillais des Voiliers, Marseille.	Hulked 1929.
JOLIETTE	Bark	2698	Soc.Marseillais des Voiliers, Marseille.	Lost 1909.
			Chantiers Maritimes de Bordeaux, Bordeaux	
DUCHESSE DE BERRY	Ship	2572	S.A.d'Arm.l'Ocean, Nantes	Lost 1907, Staten Land.
DUGUAY TROUIN	Ship	2557	Soc.Bretonne de Nav., Nantes	Scrapped 1927
			Ateliers & Chantiers de la Loire, St.Nazaire	
BONCHAMP	Bark	2300	Cie.de Nav.Francaise, Nantes.	Scrapped 1932.
FAULCONNIER	Bark	2585	Soc.des Voiliers Dunkerquois, Dunkirk.	
JEAN	Bark	2309	G.Ehrenberg, Havre.	Sunk 1915 by PR.EITEL FRIED.
MICHELET	Bark	2701	Cie.Maritime Francaise, Nantes.	Submarined 1918.
RENE	Bark	2588	Leon Guillon, Nantes.	
LISBETH	1926		Red."Frithjof" G.m.b.H. (Hans Andersen, mgr.), Hamburg	
BREMEN	1927		"Seefahrt" Segelsch.Reed.G.m.b.H., Bremen.	Scrapped 1932.
			S.A.Chantiers & Ateliers de St.Nazaire (Penhoet), St.Nazaire	
CRILLON	Ship	2932	Cie.Maritime Francaise, Nantes.	Scrapped 1927
DANIEL	Ship	2790	Soc.des Voiliers Nazairens, St.Naz.	Missing 1906.
DESAIX	Ship	2391	Cie.Maritime Francaise, Nantes.	Scrapped 1927
HAUDADINE	Ship	2393	S.A.des Armateurs Nantais, Nantes.	Lost 3 Jan.1905.
LABINEC	Ship	2397	S.A.des Armateurs Nantais, Nantes.	
OLDENBURG	1923		H.H.Schmidt, Hamburg	
SUOMEN JOUTSEN	1930		Finnish Government	
MARECHAL SUCHET	Ship	2391	Cie.Francaise de Nav., Nantes	
FAITH	1923		A/S Freedom (E.Friis-Hansen, mgr.), Oslo	
PELLWORM	1924		Syndikats Rhederi G.m.b.H., Hamburg	
HEIN GODENWIND			(floating restaurant, Hamburg)	Luftwaffe target 1944.
RENE KERVILER	Ship	2790	Soc.des Voiliers Nazairiens, St.Naz.	Scrapped 1928.
VAUBAN	Ship	2391	Cie.Maritime Francaise, Nantes.	Lost C.Verdes 1907.
VERCINGETORIX	Ship	2392	Cie.Francaise de Nav., Nantes.	
BREMEN	1914		C.J.Klingenberg, Bremen	
VERCINGETORIX	1918		French Government	Scrapped 1924.
			Ateliers et Chantiers de la Loire, Nantes	
BUFFON	Bark	2679	Cie.Maritime Francaise, Nantes.	Scrapped 1928.
CHERVEUR	Bark	2679	Cie.Maritime Francaise, Nantes.	Submarined Mar.'17.
LA BANCHE	Bark	2552	J.-B.Etienne, Nantes	Abnd.afire Aug.'16.
LE PILIER	Bark	2550	J.-B.Etienne, Nantes	War loss May 1916.
NOTRE DAME D'ARVOR	Bark	2678	Cie.Francaise de Nav., Nantes.	Lost March 1920.
SULLY	Bark	2682	Cie.Maritime Francaise, Nantes.	Submarined Mar.'17.
TURGOT	Bark	2680	Cie.Maritime Francaise, Nantes.	Lost C.Verdes 1909.

1902, continued

A. Dubigeon, Nantes-Chantenay

DAVID D'ANGERS	Ship 2078 Soc.Anon.des Armateurs Nantais, Nantes
GEYSIR	1913 O.Gotaas, Lysaker, Norway
MANHEM	1920 A/B Skoleskepp (S.G.Janson), Göteborg. Scrapped c.1930
LAFAYETTE	Ship 2075 S.A.des Armateurs Nantais, Nantes. Missing 1905.
LEON BUREAU	Ship 2085 L.Bureau et fils, Nantes.
JOHN	1914 C.Krabbenhöft & Bock, Hamburg. Hulked at Valparaiso.
LEON XIII	Ship 2089 S.A.des Armateurs Nantais, Nantes. Lost Oct.1907.
SAINT LOUIS	Bark 2092 L.Bureau et fils, Nantes. Scrapped 1928.

Cbmpagnie Francaise de Navigation et de Constructions Navales, Nantes.

ANTOINETTE	Bktn 793 S.A.l'Ocean (Simon & Duteil), Nantes. Lost 1912.
MARECHAL DE NOAILLES	Bark 2742 Cie.Francaise de Nav., Nantes. Wrecked 15 Jan.'13.
ROCHAMBEAU	Bark 2742 Cie.Francaise de Nav., Nantes Wrecked Aug.1911.

S.A.des Chantiers Nantais de Constructions Maritimes, Nantes.

ARMEN	Bark 2313 Cie.Celtique Maritime, Nantes. Wrecked 1909.
BOIELDIEU	Bark 2316 Cie.Francaise de Nav., Nantes. Scrapped 1927.
BOUGAINVILLE	Bark 2315 Bureau fr.& Baillergeau, Nantes. Submarined 1916.
EUGENE SCHNEIDER	Bark 2314 Cie.Francaise de Nav., Nantes. Sunk 1926 in collsn.
JOINVILLE	Bark 2311 S.A.des Longs-Courriers Francais, Nantes. Scrpd.'26.
MARECHAL DE GONTAUT	Bark 2314 Cie.Francaise de Nav., Nantes. Missing 1913.
MONTCALM	Bark 2315 Soc.des Voiliers Nantais, Nantes. Scrapped 1925.
PIERRE ANTONINE	Bark 2315 Pierre Guillon, Nantes. Scrapped 1928.
TOURVILLE	Bark 2314 Bureau fr.& Baillergeau, Nantes. Lost 1 June 1904.

S.A.des Forges et Chantiers de la Mediterranee, Havre.

ASNIERES	4m.Bk 3230 S.A.des Longs-Courriers Francais, Havre. War loss'17.
CHAMPIGNY	4m.Bk 3230 S.A.des Longs-Courriers Francais, Havre.
FENNIA	1923 A/B Finska Skoleskeppsred.(L.Krogius), Hels. Hulked'27.
EMMA LAURANS	Bark 2260 Soc.des Voiliers Francais, Havre. War loss 1916.

S.A.Chantiers et Ateliers de St.Nazaire, Grand Quevilly, Rouen

AMIRAL CECILLE	Ship 2847 Cie.Francaise de Nav., Nantes. Burned 1922.
ANDRE THEODORE	Ship 2851 Soc.de Nav.du Sud Ouest, Bordeaux.
LORENZO	1927 Fratelli Dufour, Genoa. Broken up, Savona, 1929.
BERENGERE	Ship 2851 Soc.de Nav.du Sud Ouest, Bordeaux. War loss 1917.
ERNEST REYER (2d)	Ship 2848 N. & C. Guillon, Nantes. War loss 1916.
JEHAN D'UST	Bark 2851 Soc.des Voiliers Nazariens, St.Nazaire
QUILLOTA	(new) A.D.Bordes & fils, Dunkirk. War loss 1917.
MADELEINE	Ship 2852 Soc.de Nav.de Sud-Ouest, Bordeaux. War loss 1917.
RANCAGUA	Ship 2851 A.D.Bordes & fils, Dunkirk. War loss 1917.

(was to have been named PILOTE H.RIELLE, but sold new to Bordes like JEHAN D'UST)

Soc.des Ateliers et Chantiers de France, Dunkirk.

ADOLPHE	4m.Bk 3245 A.D.Bordes & fils, Dunkirk. Lost 30 Sept.1904
ALEXANDRE	4m.Bk 3205 A.D.Bordes & fils, Dunkirk. Lost 21 Nov.1903
ANTONIN	4m.Bk 3204 A.D.Bordes & fils, Dunkirk. Sunk by SEYDLER 1917.
VALPARAISO	4m.Bk 3206 A.D.Bordes & fils, Dunkirk. Scrapped 1927.

SOURCES OF THE FRENCH LIST-- We have compiled this chiefly from Lacroix's "Derniers Grands Voiliers" and "Derniers Cap-Horniers," with considerable checking in "Lloyd's Register" for appropriate years.

These vessels include the famous French "bounty ships," and we plan to have a discussion of the various French subsidy laws in an early issue.

FENNIA, above (ex CHAMPIGNY), was hulked at Port Stanley after being dismasted on a Cape Horn voyage. She has been confused with the earlier FENNIA (ex GOODRICH built at Belfast in 1892), which became the motor tanker FIONASHELL in 1919 and in June 1921 was stationed at Gibraltar as a depot ship or oil hulk.

1901

Chantiers Maritimes de Bordeaux, Bordeaux

ALICE	Ship 2360 Societe Generale d'Armament, Nantes.	Wrecked Jan.'09.
CHATEAUBRIAND	Ship 2336 Soc.Bretonne de Nav., Nantes	War loss 1915.
HELENE BLUM	Ship 2767 Soc.des Voiliers Nazariens, St.Naz.	Wrecked May'08.

Ateliers et Chantiers de la Loire, St. Nazaire

BELEN	Bark 2301 Cie.Celtique Maritime, Nantes.	
JEANNE D'ARC	1906 Balande et Cie., Bordeaux	1931 hulked Arcachon.
BRIZEUX	Bark 2303 Soc.Bretonne de Nav., Nantes	War loss Oct.1916
GAEL	Bark 2301 Cie.Celtique Marit., Nantes	Foundered Aug.1909
JEAN BART	Bark 2325 S.A.des Voiliers Dunkerquois, Dunkirk	
HEINZ	1912 C.Krabbenhöft & Bock, Hamburg	
TRIDONIA	1914 British prize	Wrecked Oct.1916

S.A.Chantiers & Ateliers de St.Nazaire (Penhoet), St.Nazaire

BAYONNE	Ship 2720 Soc.Bayonnaise de Nav., Bayonne.	War loss.
BIARRITZ	Ship 2737 Soc.Bayonnaise de Nav., Bayonne	Burned Sept.1917.
JULES GOMMES	Ship 2720 Soc.Bayonnaise de Nav., Bayonne	Submarined Mar.'17.
SOCOA	Ship 2738 Soc.Bayonnaise de Nav., Bayonne	
THIERS	1906 Soc.Generale d'Armament, Nantes	Scrapped 1927.
VILLE DE SAINT NAZAIRE	Bk 2790 Soc.Generale d'Arm., St.Nazaire	Wrecked May 1904.

Ateliers et Chantiers de la Loire, Nantes

ALICE MARIE	Bark 2288 P.Guillon, Nantes.	Wrecked Sep.1908
CHARLEMAGNE	Ship 2326 Cie.Maritime Francaise, Nantes	Missing 1901.
DUQUESNE	Ship 2326 Cie.Maritime Francaise, Nantes	Hulked 1927.
EDOUARD DETAILLE	Bark 2287 N. & C. Guillon, Nantes	Submarined 1917.
ERNEST LEGOUVE	Bark 2287 N. & C. Guillon, Nantes	Submarined 1917.
GENERAL FAIDHERBE	Ship 2326 Cie.Maritime Francaise, Nantes	Scrapped 1927.
HOCHE	Ship 2326 Cie.Maritime Francaise, Nantes	Submarined 1915.
JACOBSEN	Bark 2316 S.A.des Voiliers Dunkerquois, Dunkirk.	War loss 1915.
L'HERMITE	Bark 2309 S.A.des Voiliers Dunkerquois, Dunkirk.	Scrapped.
LA PEROUSE	Bark 2326 Cie.Maritime Francaise, Nantes.	Wrecked 1917.
MISTRAL	4m.Bk 2920 Soc.des Voiliers Marseillais, Mars.	Missing 1908.
VAN STABEL	Bark 2349 S.A.des Voiliers Dunkerquois, Dunk.	Wrecked 1903.
VILLE D'ORLEANS	Bark 2553 Cie.des Voiliers Havrais, Havre.	Abandoned 1902.

S.A.des Chantiers Nantais de Constructions Maritimes, Nantes

BABIN CHEVAYE	Bark 2297 Bureau fr.et Baillergeau, Nantes.	Submarined 1918.
BAYARD	Bark 2297 Bureau fr.et Baillergeau, Nantes	Scrapped 1928.
BIDART	Bark 2297 Soc.Bayonnaise de Nav., Bayonne.	Lost May 1915.
BRETAGNE (2d)	Bark 2297 R.Guillon et Cie., Nantes.	
WILHELMINE	1922 H.H.Schmidt, Hamburg.	Lost 1926.
CONNETABLE DE RICHEMONT	Bk 2297 Soc.Bretonne de Nav., Nantes.	Lost Oct.1903.
DU COUEDIC	Bark 2297 Soc.Bretonne de Nav., Nantes.	Missing 1903.
DUC D'AUMALE	Bark 2298 Cie.Maritime Francaise, Nantes.	Submarined Jan.'17.
GENERAL DE NEGRIER	Bark 2297 N. & C. Guillon, Nantes	Scrapped 1928.
GENERAL DE SONIS	Bark 2307 Soc.de Navigation Francaise, Nantes.	Scrapped 1932.
GUETHARY	Bark 2297 Soc.des Voiliers Bayonnaise, Bayonne.	Lost Oct.1914.
LA ROCHEJAQUELEIN	Bark 2309 Bureau fr.et Baillergeau, Nantes.	Torpedoed 1916.
LA TOUR D'AUVERGNE	Bark 2298 Cie.Maritime Francaise, Nantes.	Wrecked 1913.
OLIVIER DE CLISSON	Bark 2297 Soc.Bretonne de Nav., Rouen.	Abandoned 1905.
PIERRE LOTI	Bark 2297 N. & C. Guillon, Nantes.	Sunk by PR.EITEL FRIED.1916
SURCOUF	Bark 2314 Soc.des Voiliers Nantais, Nantes.	Wrecked Feb.1909.

(to be continued)

(We apologize for the lack of accent grave, accent acute, and circumflex on our typewriter.)

SQUARE-RIGGERS BUILT IN THE U.S.SINCE 1870, BY FRANK W. THOBER

(Continued from p.144)

1875

A. S. DAVIS	S	1400	Belfast Me	C.P.Carter & Co.	Searsport Me
ADMIRAL	S	2210	Yarmouth Me	Blanchard Bros.	Yarmouth Me
ALBERT RUSSELL	B	762	Newburyport Mass	Atkinson & Fillmore	Boston
ALBERT SCHULTZ	Bkn	498	Calais Me	Nickerson & Rideout	New York
ALICE C. DICKERMAN	Bkn	501	E.Boston Mass	Abiel Gove	Boston
ALICE D. COOPER	S	1392	C.Elizabeth Me	Randall & Brewer	Portland Me
ANNIE S. HALL	Bkn	455	Ellsworth Me	Hall Bros.	Boston
ASTORIA	S	1395	Bath Me	Goss & Sawyer	Bath Me
B. F. METCALF	S	1050	Damariscotta Me	B.D.Metcalf	New York
BELLE O'BRIEN	S	1903	Thomaston Me	Edward O'Brien	Thomaston
BENJAMIN DICKERMAN	B	433	Duxbury Mass	Kean	Boston
BIERSTADT	B	586	Wiscasset Me	Brown & Hodgkins	Boston
BIG BONANZA	S	1473	Newburyport Mass	John Currier Jr.	Newburyport
BOHEMIA	S	1633	Bath Me	Houghton Bros.	Bath Me
BONANZA	S	1356	Bath Me	Wm. Rogers	New York
BROWN BROTHERS	S	1493	Newburyport Mass	Atkinson & Fillmore	Boston
CARRIE HUMPHREY	B	1060	Bath Me	Hagan & Thurlow	Boston
CENTENNIEL	S	1287	E.Boston Mass	Smith & Townsend	Boston
CHARLES DENNIS	S	1710	Richmond Me	T.J.Southard & Son	Richmond Me
CHARLES F. WARD	B	542	Millbridge Me	W. R. Sawyer	New York
CHARLES R. LEWIS	B	765	Deering Me	R. Lewis & Co.	Portland Me
CHARLES T. RUSSELL	B	731	Harrington Me	Alonzo P.Nash	New York
CHESHIRE	B	737	Chelsea Mass	J. E. Taylor	Boston
CHOCORUA	S	1163	Portsmouth N.H.	W. F. Fernald	Portsmouth NH
CITY OF PHILADELPHIA	S	1457	Bath Me	Goss & Sawyer	Philadelphia
COLUMBIA	B	304	Madison Conn	Chas.M.Miner & Son	New Haven Conn
CONTINENTAL	S	1712	Bath Me	E. & A. Sewall	Bath Me
DANIEL I. TENNEY	S	1687	Newburyport Mass	John Currier Jr.	Newburyport
DAVID A. PRESTON	Bkn	531	E Boston Mass	Wm.F.Green	Boston
DEFIANT	S	1898	Kennebunkport Me	N. L. Thompson	Boston
EDWARD CUSHING	Bkn	497	Camden Me	Bean & Coombs	Camden Me
EL ELL	S	1461	Damariscotta Me	Norris & Co.	Damariscotta
FANNIE TUCKER	S	1527	Wiscasset Me	Hodgkins & Brown	Wiscasset Me
FLORENCE L. GENOVAR	Bkn	448	Waldoboro Me	H. Kennedy & Co.	New York
FRANC LAMBIRTH	Bkn	489	Bath Me	Alex. Robinson	Bath Me
FRED W. CARLON	B	531	Searsport Me	W. McGilvery	Searsport Me
G. REUSENS	Bkn	477	Millbridge Me	Ezekiel Dyer	New York
GEORGE KREMELBURG	B	696	Stockton Me	C.S. & O.Fletcher	New York
GEORGE F. HANSON	S	1418	Bath Me	A. Hathorn	Bath Me
H. S. GREGORY	S	2020	Thomaston Me	Samuel Watts	Thomaston Me
HARVESTER	S	1494	Bath Me	E. & A. Sewall	Bath Me
HENRIETTA	S	1267	Bucksville SC	J.C.Nickels	Searsport Me
ISAAC REED	S	1551	Waldoboro Me	A. R. Reed	New York
J. D. PETERS	B	1085	Bath Me	Goss & Sawyer	Boston
J. H. BOWERS	B	704	Rockport Me	Carleton & Norwood	Camden
J. W. MARR	S	1296	Bath Me	D. O. Blaisdell	Bath Me
JENNIE SWEENEY	Bkn	643	Mays Landing NJ	A. V. Lane & Bro.	Somers Point NJ
JOHN LAUCHLIN	Bkn	657	Seaford Del	W. F. Lamb	Philadelphia
JOHN SHEPARD	B	675	Newburyport Mass	Geo. E. Currier	Boston
JOSE D. BUENO	B	419	Damariscotta Me	C. G. Merry	New York
JOSE E. MORE	Bkn	445	Damariscotta Me	C. G. Merry	New York
JOSE RODRIGUEZ LOPEZ	Bkn	417	E.Deering, Me	Geo. E. Merrill	Portland Me
JOSEPH PERKINS	Bkn	297	Vallejo Calif	J. Perkins	San Francisco
KALALIS	Bkn	560	E.Machias Me	Wiswell & Co.	New York
LIZZIE	Bkn	223	Kennebunkport Me	N.L.Thompson	Adelaide SA
LUCY A. NICKELS	S	1395	Brewer Me	W. McGilvery	Searsport Me

M. P. GRACE	S	1928	Bath Me	Chapman & Flint	New York
MARY JENNESS	Bkn	505	Brewer Me	J. Oakes	Bangor Me
MARY C. HALE	B	568	Ellsworth Me	I. M. Grant	Ellsworth
MARY E. RUSSELL	B	575	Addison Me	J. C. Nash	Machias Me
MINNIE M. WATTS	B	1023	Thomaston Me	Walker, Dunn & Co.	Thomaston
MOHICAN	B	852	Chelsea Mass	Pierce & Montgomery	Boston
OREGON	S	1431	Bath Me	Wm. Rogers	Bath Me
PACIFIC SLOPE	B	824	San Francisco	Boole & Webster	Sydney NSW
PREMIER	S	1393	Searsport Me	Wm. McGilvery	Searsport
RAPHAEL	S	1543	Rockport Me	Carleton & Norwood	Camden Me
RUFUS E. WOOD	S	1477	Deering Me	Geo. W. Russell	Portland Me
SAMAR	S	1111	E Boston Mass	Campbell & Brooks	Boston
SAMUEL SKOLFIELD 2D	S	1590	Brunswick Me	Skolfield Bros.	Portland Me
SAMUEL WELSH	Bkn	506	Bordentown NJ	J.S.Lamson	Burlington NJ
SPOTLESS	Bkn	418	Baltimore Md	Stevens & Newman	Baltimore
STONEWALL JACKSON	B	1103	E Boston Mass	D. D. Kelly	Boston
TAM O'SHANTER	Bkn	592	Coos Bay Ore	Simpson Lumber Co.	San Francisco
TAM O'SHANTER	S	1603	Freeport Me	E. C. Soule	Portland Me
TEEKALET	B	717	Millbridge Me	J. W. Sawyer	New York
TROJAN	S	1609	Kennebunkport Me	Titcomb & Thompson	Kennebunk Me
W. A. HOLCOMB	B	953	Bath Me	Goss & Sawyer	Bath Me
WILLIAM H. DEITZ	B	487	Philadelphia Pa	Birely, Hillman & Strecker	Philadelphia
WILLIAM H. MARCY	S	1607	Portsmouth NH	Daniel Marcy	Portsmouth NH

State Built	1870	1871	1872	1873	1874	1875
Maine	24	17	10	37	82	54
New Hampshire	1	1		2		2
Massachusetts	9	5	5	14	29	13
Connecticut	2				1	1
New York	3		1	1	2	
New Jersey						2
Pennsylvania						1
Delaware						1
Maryland			1		1	1
South Carolina						1
California						2
Oregon	1			1	1	1
Washington		1		1	4	
TOTAL	40	24	17	56	120	79
SHIPS--number	17	14	8	18	47	36
tonnage	24,484	18,819	11,503	25,043	72,517	54,940
largest	2035	1904	1859	1893	2516	2210
smallest	1004	952	1107	957	1154	1050
BARKS--number	20	10	6	24	41	24
tonnage	12,471	6,694	3,711	16,930	30,575	17,132
largest	986	1106	938	1189	1428	1103
smallest	304	429	328	399	459	304
BARKENTINES--no.	3		3	14	32	19
tonnage	1,371		1,425	6,784	16,795	9,148
largest	503		488	781	707	657
smallest	397		460	313	260	223
TOTAL TONNAGE	38,326	25,513	16,639	48,757	119,887	81,220

(The above tables are rather dry reading at first glance, but some interesting conclusions can be drawn from them. When we overtake the schooner lists that have previously appeared in LOG CHIPS, we will compile similar statistics to cover both square-riggers and schooners.)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER TWO 13 SEPTEMBER 1952

A TRIP TO THE EASTERN SHORE

Being a citizen and taxpayer in the Free State of Maryland, we considered it our civic duty last month to inspect the new bridge across Chesapeake Bay. It is not quite as impressive as the two-decked San Francisco Bay Bridge, though it is nearly as long (and considerably more expensive in tolls), but is is nevertheless an imposing engineering structure.

Part of our reason for making this trip was to get an idea of the environment in which the Eastern Shore schooners and rams were produced, but there is little to be seen today at either Laurel or Seaford to indicate that they once were the building places of sailing vessels. Trucks and the railroads today carry the freight, and these cities are too far from the Bay to be fishing centers. Broad Creek and the Nanticoke River are tidal creeks, however, and it is not too hard to imagine schooners under sail on them.

Bethel today is off the main highway, and we missed it this trip; we hope to visit there on our next trip in the area.

Salisbury has more to show in the way of watercraft. Laid up together in one slip we found the ram LEVIN J.MARVEL of 1891, rather badly hogged; the bugeye R.H. DAUGHERTY, built in 1891 also; and the skipjack FLORA A.PRICE, built in 1910. Six masts in one berth constitute some kind of a record for these days.

Farther down the Wicomico at Tilghman's Fertilizer Co. were lying the skipjack HARRY F. ALBAUGH (an identical twin of the FLORA A.PRICE) and the 48-ton schooner MATTIE F.DEAN, built in 1884 at Madison, Md. She carries her name on the bow in this form, but on the quarters it is "M.F. DEAN."

August is fitting-out month for the oyster fleet, and they are painted white over all with entire disregard for the section of the navigation laws that requires the name to be permanently affixed and visible, so that we had trouble in some cases in finding names. In this same basin were two more skipjacks, which we identified as the MAMIE MISTER, another carbon copy of FLORA PRICE, and IDA MAY, a smaller one built in 1906.

The old lighthouse tender JESSAMINE, built at Baltimore in 1881, now hauls freight on the river under the name VICTOR LYNN.

At Sharptown, where big schooners once were built, there is nothing to be seen but a fruit-basket factory. Cambridge, on the Choptank, is a headquarters for the oyster fleet as well as a freight center. We saw the motor freighter BETTY I.CONWAY, originally the schooner GEORGE S.ALLISON built up the Hudson in 1866 at Stony Point, N.Y., unloading a fertilizer cargo. Another apparent conversion is the B.F.TRAVERS, which appears to have begun as a bugeye, but she is listed as built in 1924 at Amburg, Va. The motor freighter FLORA KIRWAN nearby was a converted schooner without doubt, having been built in 1892.

Another interesting vessel at Cambridge is the sloop J.T.LEONARD, a real gaff-and-boom sloop built in 1882. Her shrouds are set up with deadeyes and the topmast backstays pass through a bullseye at the rail and set up on themselves in a fashion almost forgotten today by model-makers, but which the evidence shows was normal for lighter standing rigging a century ago.

Marion Brewington lives at Town Point, not far from Cambridge, and we called on him and Dorothy to see their collection of Chesapeake Bay material. "Dorothy's Discovery" is in a wonderful setting on the shore of the Little Choptank, where hundreds of vessels were built in the 19th Century. To their house, which dates from before the Revolution, they have added a wing for a museum, and they have curved the roof rafters to match the older portion of the house, which used deck beams for rafters.

Marion has acquired a printing press, for producing the labels to his collection of half models, carved work, and sailmaker's and boatswain's gear. His products are little gems of press-work.

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THE SHIPBUILDERS OF PORT JEFFERSON
THE MATHERS

Although there were dozens of shipbuilding firms operating in Port Jefferson and vicinity at various times throughout the 1800's, only two yards continued into the 20th Century. One of these was James M. Bayles & Son, whose history has already been detailed in LOG CHIPS; the other was Mather & Wood of Port Jefferson. John Titus Mather and Owen E. Wood, the partners, brought to a fitting climax the century-long shipbuilding history of the Mather family on 2 August 1902, when they launched the four-masted schooner MARTHA E. WALLACE, the largest schooner ever built in Suffolk County, if not on all of Long Island.

A more substantial link with the past is Mather Memorial Hospital at Port Jefferson, for which John T. Mather left money at his death in 1928.

For this account of the Mathers, we are indebted chiefly to Mr. A.G. Hallock, who has furnished us extensive notes, as well as a clipping of John R. Mather's memoir in the Port Jefferson "Times" for 21 Jan. 1944. Mike Costagliola lent us a clipping of an article by Mr. Hallock on the Jones family, in the same paper for 5 Oct. 1951. Bob Applebee also sent us some useful notes, and we have also drawn on Munsell's 1882 "History of Suffolk County."

The first shipbuilder in the family was Captain John Willse, but the facts and dates concerning the vessels he built are today extremely obscure. One of his earliest vessels was the packet sloop KING GEORGE, which, according to Munsell was built at Homan's Hollow (east side of Port Jefferson harbor) in 1797. According to another account, however, the KING GEORGE was built in 1783; but this seems highly unlikely, for 1783 was the year the British evacuated New York, and a further reminder of George III would not have been popular.

If it is literally true that Richard Mather (1786-1816) was apprenticed to Willse, and if we are correct in assuming that apprenticeships expired when the apprentice attained age 21, then it would seem that Willse was an established shipbuilder well before 1797. It was in this year, according to Mr. Hallock (accounts also give 1800 and 1801), that John Willse moved his shipbuilding activities from the east side of Setauket Harbor to Drown Meadow, then a hamlet of five houses. Around this time, he built four more sloops, named COLLECTOR, ONTARIO, ONEIDA, and JANE, and the schooner CULLODEN. He is also credited with building a vessel named JAY, stated to have been the first vessel built at Port Jefferson (or Drown Meadow).

At Drown Meadow, Willse bought a tract at the northeast corner of the village from Thomas Strong, laid out a shipyard (later the J.M. Bayles yard), erected a homestead which he operated as a tavern, and built the first wharf in the harbor, which is still in use. He died in 1815, at the age of 50.

Richard Mather, Willse's apprentice, was the son of Alexander Mather of Old Man's (Mt. Sinai). He married the oldest Willse girl, Irena, in 1813, when she was 20, and they had two children. Richard Mather began building on his own account in 1810, and turned out the following list:

1810	Sloop	INVINCIBLE
1812	Sloop	INDEPENDENCE
1814	Sloop	GENERAL PIKE
1816	Sloop	CATHARINE ROGERS

While superintending the masting of the CATHARINE ROGERS, which he was building for his father (and which some accounts call a schooner), Richard Mather stepped back to look upward, fell back over the rail, and died from his injuries the next day, 6 Oct. 1816.

In 1819 his widow married Capt. William Luther Jones (1792-1860), a widower with one child, and at about the same time Titus Mather (Richard's brother) took over operation of the shipyard. He is credited with building the following at Drown Meadow:

1823	Sloop	CALHOUN
1824	Sloop	MONTGOMERY
1824	Sch	TRIUMPH
1825	Brig	AMOS PALMER
1826	Sloop	ESCORT

Wishing to buy the property, but being unable to come to terms with Capt. Willse's executors, Titus Mather then transferred operations across the Sound to East Bridgeport, Conn. Meanwhile, William L. Jones, who apparently had been going to sea during the preceding ten years, became interested in shipbuilding. About 1820 he had built a home in the meadows a little north of the present main square of Port Jefferson, and he now built a shipyard west of his residence, cutting a new channel to the harbor, and building a roadway then called Jones Street (now Main Street). He obtained contracts for several vessels from interests in Egg Harbor, N.J. Here again there are conflicts in dates between various sources, and one authority credits

the brig AMELIA STRONG in the following list to Smith & Darling. There is no record that W.L.Jones had any training as a shipwright, however, and it seems entirely possible that he subcontracted the carpentry work on this vessel to Smith & Darling, instead of acting as his own master carpenter. Whatever the case, here is the list of Capt. W.L.Jones' vessels:

1832	Sch	PEARL	
1833	Sch	VIRGINIUS	
1833	Brig	AMELIA STRONG	
1834	Sloop	EMPIRE	
1834	Sloop	S. B. PACKET	
1834	Sch	CHARLES E. THORN	
1835	Sloop	CONGRESS	
1835	Brig	DARIEN	
1836	Sloop	RADIANT	85 tons (old)
1836	Sch	VOLTA	
1836	Sloop	UNITY	
1837	Sloop	SYLPH	
1837	Sloop	GLEAM	
1837	Sloop	REPORT	
1838	Sloop	SENATE	
1839	Brig	LONG ISLAND	
1840	Sch	SMITH & DARLING	

S.B.PACKET undoubtedly means "Stony Brook packet."

John R. Mather (29 Nov.1814-6 Aug.1889) was apprenticed to his uncle Titus at Bridgeport. On attaining his majority, he returned to Port Jefferson, as Drown Meadow had just been rechristened, and formed a partnership with his stepfather. They worked together on the new road and bridge project, following which they built a 500-ft dock, with two sets of marine railways on the west side of it. However, in building ships it appears that each worked on his own account, sharing the yard facilities. The list of vessels built by John R.Mather follows:

1838	Sch	CAROLINE E. THORN		
1839	Sch	ALFRED F. THORN		
1840	Sch	EXCELSIOR	Tonnage	
1841	Brig	W. L. JONES	old	gross
1846	Sch	LADY SUFFOLK	139	99
1849	Sloop	THOMAS B. HAWKINS		
1850	Sloop	WILLIAM H. SANFORD	98	
1851	Sch	JOHN R. MATHER	156	
1852	Sch	MAGNOLIA	170	139
1853	Sch	NEPTUNE'S BRIDE	263	206
1854	Sch	MARSTED	153	120
1856	Sch	MILLARD FILLMORE	240	168
1858	Sch	WILLOW HARP	180	172
1865	Sch	B. H. JONES		215
1871	3m.Sch	W. H. JONES		374
1872	3m.Sch	B. I. HAZARD		392
1874	3m.Sch	JAMES SLATER		311
1878	½ Brig	JOHN McDERMOTT		564
1879	3m.Sch	GEORGE R. CONGDON		458
1882	3m.Sch	BESSIE WHITING		560
1883	3m.Sch	D. K. BAKER		519
1884	3m.Sch	J. H. PARKER		548

According to J.R.Mather's account, his step-father retired the year they built the marine railways (1841?), assigning his interest to his son, Capt. William Mather Jones. The latter, however, was born in 1824, and it may be questioned whether he was old enough to enter into active partnership with his half-brother. Noah Hallock Jones, the son of Capt. William Luther Jones by his first wife, was about seven years older, and he may have been the son mentioned by J.R.Mather. Evidence in support of this theory is the 1845 document of the sloop RADIANT, which shows Noah H. Jones and John R.Mather of Brookhaven as part owners, along with Capt.Thomas B.Hawkins of Providence, her master.

Capt. William Mather Jones, who died 29 Dec.1905, seems to have become a steamboat captain out of Providence. Another brother was B.Havens Jones (1826-1875).

"American Lloyd's" credits some of the above vessels in the '50's to Mather & Jones, but the junior partner must have been one of the half-brothers. Capt.W.L. Jones turned his attention to shore matters, building the Port Jefferson Hotel, only recently demolished. He died in 1860.

John R.Mather in 1878 moved his shipyard to the present location nearer the railways. He retired in 1885 and died in 1889. He had married Sarah Jane, daughter of Henry Wells, a shipwright of Stony Brook, in 1848, and their son John Titus (1854-1928) also became a shipbuilder. In 1879 he formed a partnership with Owen E. Wood. Mather & Wood in 1881 built the first steam marine railway on Long Island, with a capacity of 1200 tons; in 1895 they took over the west half of the J.R.Mather yard; later they added a 2500-ton railway; and in 1900 built a steam saw and planing mill. Although their chief field was repair work, they built a new vessel every year or two, as given in the following list:

1879	Sharpie sch	BESSIE B.	15
1880	SS	MINNIE B.	51
1882	SS	THE HOYT BROS.CO.	74
1883	SS	NONOWANTUC	220
1883	SS	S. S. BREWSTER	50
1884	SS	MAY QUEEN	32
1888	SS	ACTIVE	77
1889	SS	ITHIEL	31
1890	Yawl Yacht	ADELE	42

1891	Sch Yacht	COMANCHE	87
1898	SS	PARK CITY	391
1901	SS	MARY S. LEWIS	138
1902	4m.Sch	MARTHA E. WALLACE	1108
1903	Steam Yacht	MYRA	33

Most of the small steamers above were oyster dredges. The NONOWANTUC was the ferry between Port Jefferson and Bridgeport, Conn., until she was replaced by the PARK CITY, when she was rebuilt as an oyster dredge at New Haven.

After the dissolution of Mather & Wood, John T. Mather built:

1905	Barge	A.B.KING	271
1906	Lighter	JEROME	168
1906	Lighter	JUDGE	162
1907	Lighter	JAXON	175
1906	Gas Oys.Dredge	JENNIE L.SMITH	30
1908	Gas Oys.Dredge	A. C. FRAZER	30
1908	Lighter	JURY	106

In 1917, at the time the Bayles yard was reorganized to built steel steamers for the U.S.Shipping Board Emergency Fleet Corporation, Mather sold the yard to the new interests. After World War I it was acquired by the Bridgeport & Port Jefferson Steamboat Company. It is now known as the Port Jefferson Shipyard.

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MORE ON NEHEMIAH HAND

No sooner had we finished putting together July LOG CHIPS than we turned up a longer memoir of Nehemiah Hand in Munsell's 1882 "History of Suffolk County." The following information from that source supplements our previous story.

Hand's father was a farmer who augmented his income by fishing; he and the other men were lost while hauling a beach seine. Young Hand at the age of 12 was hired out to a farmer at $5 a month; at 14 he was driving a sand cart in the building of Bellport dock; then he spent two years learning house carpentry, for which he received $25 a year and his board.

Not much liking this-- it "was all square work," as he put it-- he joined his brother at Stony Brook. In 1833 his boss came to Setauket to establish a yard. (Here is a good place to point out that the Dutch title of "boss" was always given to master shipbuilders at Port Jefferson. Thus we find frequent reference to Boss Jim Bayles or Boss Hand. Farther eastward, in Maine, the English usage was preserved, and we hear of Master Russell of Deering, for example.) In 1834 young Hand was sent to Northport in charge of a gang of men to finish up and launch a vessel there. After his 21st birthday he stayed on with his brother at $25 per month until April, when he went with Titus Mather (not Mathews).

The house he built in 1840 cost $1000, and it took hime nine years to earn it. In 1841 he built the HELEN JAYNE at Glen Cove, by contract, clearing $500; but the following year, business being dull, he was back with Bell & Brown in New York City, working by the day. (This confirms our surmise on p.2 of the last issue.) In 1843 he helped repair the sloops GLOBE and AERONAUT.

Hand owned ¼ of the MARY A.ROWLAND and of the NASSAU, which was built for Capt. Richard Edwards and Stephen H.Townsend for the Mediterranean fruit trade. The NASSAU was lost when only two years old. She capsized in a storm and six days later one survivor, who had lashed himself to the wreck, was picked up by a passing vessel. Hand insured his interest after the vessel was actually lost, but before she was heard from, and the claim was paid. This was an unusual piece of luck, for he states that he never paid over $500 for insurance in his entire business operations, on the theory that if insurance companies could make money accepting risks on poor vessels, he could do better by acceptinghis own risks in good ones.

The big sloop CHASE of 1851 was a Providence-New York packet. On dimensions 74'8" x 25'3" x 6' she carried a 95' mainmast, which she lost one day while racing the Bristol-built rival sloop POINTER, which measured 76'2" x 26'3" x 7'10". The CHASE's principal owner was on board, but his only remark to the captain was "Never mind, we are ahead." The CHASE was rerigged as a schooner in May 1853.

In 1855 Hand sold his ways and house to Joseph Rowland and moved to a new spot in Setauket, where he built another home. The T.W.ROWLAND, built that year, was 394 tons. In 1859 he built the bark PALLAS for a contract price of $24,000, delivering her in New York only three days before the time expired. The owners refused to make the last payment, retaining Samuel Tilden as their lawyer, but Hand won the suit and cleared $3000 on the job.

Hand in 1860 gave a ¼ interest and the command of the ALDEBARAN to his son, Robert N.Hand, then only 19. The schooner left Charleston the day before Sumter was fired on. Robert took as first mate Edward Hawkins and sailed for Oporto, with captain and mate both not yet 20 years old. In March 1863 the ALDEBARAN was captured by

the rebel raider FLORIDA, while bound from New York to Maranham, and was burned. After 10 days the captain, mate, and an apprentice were put aboard the Scots brig RUNNYMEDE, with nothing but the clothes on their backs, and it cost the boys $350 to get home from Greenock. In 1876 the Hands received $30,160 for their claim, with interest at 4%.

The MARY E.ROWLAND, built in 1862, was sold at a handsome profit in 1863. The AMERICUS cost $42,000. Robert E.Hand took 1/16 and went master of her. While she was building, the men struck for $4 for an 8-hour instead of a 10-hr day, but it is not recorded that they won the strike. Hand took a trip up to Albany to buy timber for a house, did some trading in wood ashes and otherwise occupied himself profitably during the strike.

The MARY A. TYLER cost $24,000 and Hand owned ½. The MARY E.THAYER was built for Capt.Henry Baker for the Mediterranean fruit trade. This was a hard-luck vessel; she was twice dismasted, once robbed of $1750 in Lisbon, and another time paid damages of $2117 after a collision when her captain crossed the Atlantic without lights.

The GEORGETTA LAWRENCE cost $32,000 in 1869 and opened sound in 1881. Once she was struck by lightning off the coast of Cyprus, with a cargo of case-oil. The mate, Charles Robinson, opened the hatch and tossed out the burning cases while his men threw water on him, saving the vessel. On another voyage, bound to East London under Capt. Wm. Overton, she fell in with the rudderless bark CALCUTTA and earned $5000 salvage for a two-day tow into Cape Town. She had paid her owners $45,000 by 1882, while the bark G.de ZALDO, built for Waydell & Co., repaid her cost of $40,000 in five years.

The DAISY was built for Capt.Carty, costing $32,500. She paid $10,000 in her first year, and once ran from Cape Henry to Stettin, E.Prussia, in 26 days with case-oil. The THOMAS BROOKS cost $42,000 and carried 660 hogsheads of sugar. Hand built the NEHEMIAH HAND on his own account and then retired to his farm.

His other activities included serving as assessor in Brookhaven from 1862-65 and helping finance and build the Centerport-Port Jefferson railroad in 1861-62. Another of his interests concerned fighting the compulsory pilotage at Sandy Hook and Hell Gate, and he is credited with being instrumental in winning concessions for the shipowners and operators.

ERRATA TO HAND LIST

Beside the 394 tons for THOMAS W.ROWLAND and the correct spelling of GEORGETTA LAWRENCE, noted above, we should have indicated that MARY E.THAYER and THOMAS W.ROWLAND were half brigs.

A vessel not listed in any of the sources consulted on Hand was the schooner GEORGE H. (or GEORGE W.) TOWNSEND. Her first document, however, gives Nehemiah Hand as master carpenter and 1/6 owner. It is strange that Hand himself fails to mention her. She was 244 tons, built in 1851.

Another Hand-built vessel was the schooner (later half-brig) WM.H.DODGE, but her papers show she was built in Greenport in 1855 by Silas E.Hand, 196 tons. Possibly Silas Hand was the brother to whom Nehemiah was apprenticed.

BROOKHAVEN NOTES

Mention above of the shipwrights' strike during the Civil War for an 8-hour day recalls an item in Munsell's history that the schooner ADELINE in 1846 was the first vessel built in Brookhaven on a 10-hr day. Previously the working day had been from sunrise to sunset.

The ADELINE, 104 tons, was built at Setauket by Bacon & Babcock.

MADISON HOLMES NAMED

On p.136 of LOG CHIPS, vol.2, we listed a schooner built in 1864 by Bayles & Wines. Messrs. Applebee and Hallock jointly have now provided MADISON HOLMES as the name previously unavailable.

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SAILING SHIP NEWS

DAR POMORZA, Pol.aux.tr.ship. 16 Aug.passed Dover, bound Bourgas to Gdynia.

MERCATOR, Belg.aux.tr.bkn. 29 July left Fayar for Antwerp; arr. 13 Aug.

PAMIR, Ger.aux.tr.bk. 16 Aug.arr Buenos Aires from Bremen; 3 Sept.sailed from Montevideo.

PASSAT, German aux.4m.tr.bk. 15 Aug.arr Santos from Bremen; 24 Aug.arr.Diamante; left 3 Sep.; arr Buenos Aires 6 Sept. She and PAMIR are for sale, Schliewen being in financial distress.

WAYONA, 3m.Sch. Has been towed to Kingston, Wash., and is being advertised to sail from Seattle on 30 Sept.1952.

ZARYA, Russ.non-magnetic aux.3m.Sch. Left Turku for Leningrad 20 Sept.1952, the last vessel built by Finland under the Russian reparations agreement. Neither the U.S.or Britain has a non-magnetic vessel in service.

B O O K R E V I E W S

UNDERHILL, Harold A., "Deep-water Sail."
(continued from p.6)

The GREAT REPUBLIC was rerigged as a three-master about 1862.

The plans of EMILY F. WHITNEY do not agree with each other or with our memory of the bark; we plan to take a look at the originals in the Smithsonian one of these days and make a report on them in LOG CHIPS.

The photo of a true brigantine (Fig.14) mentioned on p.53 was taken in July 1890 by the late E.A.Dingley; see "Mariner's Mirror," v.6, p.28. She was a Norwegian vessel.

Mr. Underhill's list of wooden four-masted barks on p.222 should have included the FREDERICK BILLINGS and OCEAN KING; on p.223 he calls the ARCHIBALD RUSSELL the last ship ordered by British owners. This distinction actually belongs to the Lever barks SUNLIGHT and RENDOVA, as we have already pointed out in LOG CHIPS.

Among the American schooner plans, both Plates 84 and 86 are MARY H.DIEBOLD. The six-master in Plate 85 is HERTIE B.CROWLEY, and the four-master in Pl.90 seems to have been a proposed design never built. The bald-headed five-master in Pl.87 is a West Coaster, possibly BRIGHT; we intend to dig further on this point.

Included among the steamer hulls converted to sail after World War I, as listed on pages 237-8, should be the five-masters SINTRAM, UNDAUNTED, and ECOLA. The five-masted barkentines in this group were described in "American Neptune" for 1945, pp.81-82. The two-stage poop mentioned on p.239 was characteristic of West Coast vessels.

Four-masted jackass barks (p.251) were treated in "American Neptune" for 1944, pp. 237-8. Beside those mentioned by Mr.Underhill, there was another converted steamer, CITY OF ADELAIDE, and a Dutch clipper named ARGO, built at Rotterdam in 1854. HATTIE C.BESSE was the former Civil War gunboat GENESEE.

The rig of COLUMBIA RIVER (p.259) had a counterpart on the five-master BIANCA, except that the BIANCA had topmasts. The four-master COMMODORE carried similar single yards on fore and mizen.

The five-master GENERAL SERRET was one of 40 sisters built for the French Government; their sail and arrangement plans were published in the "Transactions" of the Society of Naval Architects and Marine Engineers for 1918, p.33. Among freak rigs, the AMERICANA, with her original sail plan of topsails on the main and a single yard on the fore, deserves a place ("American Neptune," 1942, p.326).

Some further misspellings involve DOLBADARN CASTLE on p.188 and SUSANNE and CHRISTEL VINNEN on p.262.

The last chapter of the book deals with deck fittings. It includes a wealth of useful information, as well as valuable advice as to finish on models.

"STROM, S.A.E. (Editor), "The Annual Dog Watch, No.9," 96 pp., ill. Shiplovers' Society of Victoria, Box 1169 K, GPO, Melbourne, 1952. Price 4s 6d.

The latest issue of this interesting yearbook contains over 20 items, mostly first-person accounts of various phases of seafaring.

U.S.NAVY DEPARTMENT, "U.S.Naval Flags and Pennants; Descriptions, Uses and Customs," ill. DNC 27, Office of the Chief of Naval Operations, March 1952.

This pamphlet, whose pages are not numbered, combines all the existing regulations and laws concerning flags applicable to the Navy, the current customs and usages, and scale drawings of the flags now in use.

Information of this nature is highly useful to modellers and portraitists, and up to now has been difficult to locate.

MANUCY, Albert, "Artillery Through the Ages; a short illustrated history of cannon, emphasizing types used in America," 92 pp., 51 figs. U.S.Govt.Ptg.Off., Washington, 1949. Price 35¢.

Although focused primarily on land ordnance, this little book contains a great deal of information pertaining also to seaborne guns. The author's research was in connection with his duties as Historian of the Southeastern National Monuments, which include Castillo de San Marcos in Florida, Fort McHenry, and several Civil War battlefields. Many of the types of gun described and pictured in the text can be seen today in these locations, while single pieces are to be seen in practically every courthouse square, 19th Century graveyard, or public park in the country.

Particularly useful is the chapter dealing with the tools used by gunners, for here there was little difference between land practice and sea practice. There are a glossary and a bibliography.

MICHELS, F.J. "Merchant Ships," 64 pp., ill. Arti, Spoorstraat 38, Alkmaar, Holland, 1951. Price Fl.1.90 (about $0.50)

Crammed into this little book is a remarkable amount of information about present day merchant vessels. The amount is more remarkable by the fact that it is all given in four languages, English, German, French, and Dutch.

Drawings, many in color, are given of all important vessels in service in 1951 and of typical specimens of modern types. Color also permits ready exposition of such features as gross and net tonnages and of navigation lights. Various means of propulsion are also diagrammed, and fishing and whaling are touched on.

This book is one of a series of "Picture Encyclopedias," others of which so far issued concern flags, costume, jet aircraft, calligraphy, and man. In any one of their languages they would be useful and up-to-date handbooks; but added to this the opportunity to pick up a technical vocabulary in four languages makes these works invaluable.

CUTLER, Carl C., "Five Hundred Sailing Records of American Built Ships," 114 pp. Marine Historical Association, Mystic, Conn. 1952. Price $3.00 (paper bound).

Years ago, Mr.Cutler compiled some record and near-record passages in an appendix of his "Greyhounds of the Sea." He has now expanded the topic into a whole book, with full consideration of all possible types of sailing record-- greatest hourly speed, greatest day's run, and shortest time between ports.

With regard to speeds, two points are worth noting. The first is that Mr.Cutler clings to the usage "knots per hour." It is quite true that this was considered correct usage a century ago, but "per hour" was dropped in the 1881 revision of Bowditch, and nobody living today can claim to have been bred to the older usage.

The other point is that we know a good deal more today than a century ago about the horsepower required to propel 2000 tons or so of hull through the water at 18 knots or better, and although Mr.Cutler lists a dozen supposedly authenticated cases of this nature, it would be extremely desirable to obtain the opinion of an expert or two in propulsion and tank-testing before these records are cast in bronze or carved in marble on anyone's monument.

Since several of these speeds are based on reported day's runs of 420 miles and upwards, it should also be pointed out that there is room for a good deal of honest error possibly associated with the determination of these day's runs. The distances were invariably reported from noon to noon, and the reports are all made by ships headed nearly due east, either in the North Atlantic or in the Southern Ocean, but in either case under weather conditions hardly conducive to the obtaining of accurate astronomical fixes. Consider also that in a ship headed due east it is the determination of longitude that is required to give the distance, whereas longitude cannot be accurately determined from the sun when it is near the meridian. It is probably significant that no ship has claimed runs of over 400 miles two days in a row, although the movement of weather patterns is such that a favorable strong wind situation would be likely to keep up with the ship.

Very few record passages from the West Coast are given in this book, leaving a vast field still open for research. Mr.Cutler of course gives a faster time from New York to San Francisco for ANDREW JACKSON rather than FLYING CLOUD.

"BUILDERS OF GLOUCESTER" REPRINTED

Gordon Thomas' book "Builders of Gloucester's Prosperity," reviewed in the last issue of LOG CHIPS, has been reprinted by W.G.Brown & Co., Gloucester, under the title "Fast and Able," price $1.50. Mr Thomas is continuing his series in the Gloucester "Times," and we are looking forward to seeing further volumes.

TWO FAIRLY NEW PERIODICALS IN OUR FIELD

Started in 1946, the "Maine Coast Fisherman," a monthly newspaper, is published at Belfast, Maine; subscription $2 a year. Although chiefly devoted to present-day affairs in the field of its title, the editors manage to work in a historical article or two in every issue, with illustrations, and discussions are continued in its letter columns.

Now in its third volume is the "Belgian Shiplover," edited for the Belgian Nautical Research Association by A. Blancquaert. Entrance fee for the association is Frb 50 ($1) and annual subscription Frb 100 ($2). The journal, a mimeographed monthly, is published in mixed English and French, and concerns itself mostly with the Belgian steam merchant marine and the Belgian Navy. President of the BNRA is M. Paul E.R. Scarcariaux, 21 avenue Charbo, Bruxelles 4, Belgium.

STEEL SAILING VESSELS BUILT IN FRANCE (Continued from page 10)

A. Dubigeon, Nantes-Chanteray.

ANNE DE BRETAGNE	Bark 2062 Soc. Bretonne de Nav., Nantes.	War loss Nov.1914.
FRANCOISE D'AMBOISE	Bark 2063 Soc.Bretonne de Nav., Nantes	War loss Jan.1916.
MARECHAL DE CASTRIES	Ship 2076 S.A.des Armateurs Nantais, Nantes.	
HENRIETTE	1922 H.H.Schmidt, Hamburg	
HAMBURG	1924 H.H.Schmidt, Hamburg.	Broken up at Troon about 1925.
SAINT ROGATIEN	Bark 1648 L.Bureau et fils, Nantes.	War loss 1916.

S.A.des Forges et Chantiers de la Mediterranee, Havre

JEANNE CORDONNIER	Bark 2260 Soc.des Voiliers Francaise, Havre.	War loss Apr.'17.

S.A.des Atel.& Chant.de Normandie (Laporte & Cie.), Rouen

ALICE	Bark 2796 Cie.Havraise de Nav., Havre	Scrapped 1924.
DUCHESSE D'UZES	Ship 3200 Cie.Francaise de Nav., Nantes.	(Completed 1902)
LEON BLUM	Ship 2849 Soc.des Voiliers Nazariens, Nantes.	Lost 1918.
SUZANNE	Bark 2796 Cie.Havraise de Nav., Havre	Scrapped 1925.

1900

Ateliers et Chantiers de la Loire, St.Nazaire

BRENN	Bark 2300 Soc.Celtique Marit., Nantes.	Submarined 1917.
CHARLES GOUNOD	Bark 2302 N. & C. Guillon, Nantes.	Sunk 1917 by SCHEADLER.
DUPLEIX	Bark 2301 S.A.d'Amr.Nantais, Nantes.	Sunk 1917 by SCHEADLER.
EDMOND ROSTAND	Bark 2302 N.& C.Guillon, Nantes	Scrapped 1930.
FRANCOIS	Bark 2307 G.Ehrenberg, Havre.	Submarined Aug.1915.
JANE GUILLON	Bark 2303 N. & C.Guillon, Nantes.	Wrecked 3 May 1907.

Ateliers et Chantiers de la Loire, Nantes

BOSSUET	Bark 2310 Guillon et Fleury, Nantes.	Wrecked 8 Nov.1929
CANNEBIERE	Ship 2578 Soc.Marseillais de Voiliers, Mars.	War loss 1916.
CHATEAU D'IF	Bark 2590 Soc.Marseillais de Voiliers, Mars.	Scrapped 1924.
COMMANDANT MARCHAND	Bark 2313 Cie.Maritime Francaise, Nantes	Missing 1903.
ERNEST REYER	Bark 2300 N. & C.Guillon, Nantes.	Lost 1901.
FRANCOIS COPPEE	Bark 2289 N. & C.Guillon, Nantes.	Lost 1903.
GENERAL FOY	Bark 2300 Soc.des Voiliers Francais, Havre.	Scrapped.
MARGUERITE MIRABAUD	Bark 2293 Soc.des Voiliers Francais, Havre.	Lost 1907.
MONTEBELLO	Bark 2284 Guillon et Fleury, Nantes.	Lost 1906.
NOTRE DAME DE LA GARDE	Bk 2569 Soc.Voiliers Marseillais, Mars.	Lost 1901.

S.A.des Chantiers Nantais de Constructions Maritimes, Nantes

AMIRAL COURBET	Bark 2331 Soc.des Voiliers Nantais, Nantes.	Lost Oct.1915
AMIRAL DE CORNULIER	Bark 2311 Soc.des Voiliers Nantais, Nantes.	Scrapped 1925.
AMIRAL HALGAN	Bark 2311 Soc.des Voiliers Nantais, Nantes.	Scrapped 1923.
COLONEL DE VILLEBOIS MAREUIL	Bark 2298 Cie.Maritime Francaise, Nantes.	Scrapped 1929.
EUGENE PEREGLINE	Bark 2310 S.A.des Voiliers Nantais, Nantes.	Submarined 1917.
NEUILLY	Bark 2301 S.A.d.Longs-Courriers Francais, Havre.	" 1917.
PARIS	Bark 2333 S.A.d.Longs-Courriers Francais, Nantes.	Missing'03.
VERSAILLES	Bark 2311 S.A.d.Longs-Courriers Francais, Nantes.	Scrpd.'28.
VINCENNES	Bark 2311 S.A.d.Longs-Courriers Francais, Nantes.	" '27.

A.Dubigeon, Nantes-Chantenay

EMPEREUR MENELICK	Bark 2072 S.A.des Armateurs Nantais, Nantes	
BULAND	1912 Petersen & Nosvold, Farsund	
SVARVARNUT	1915 A/S Christiansand (S.O.Stray), Oslo.	Scrapped 1925.
MAX	Bark 2075 G.Ehrenberg, Havre.	Lost 12 Feb.1912
MEZZY	Bark 1631 G.Dor, fils et cie, Marseille.	War loss May 1917.
SAINT DONATIEN	Bark 1648 L.Bureau et fils, Nantes.	Missing 1906.
VENDEE	Bark 2066 Raoul Guillon, Nantes.	Scrapped 1926.

1900, continued

S.A.des Forges & Chantiers de la Mediterranee, Havre.

FRANCE MARIE	Bark 2088 A.Vimont & Cie., Marseille
TAMPICO	1912 Texas Co., Port Arthur. 1943 floating wharf, N.Orleans.
JULES HENRY	Bark 2088 A.Vimont & Cie, Marseille. Scrapped 1934.
VILLE DE DIJON	Bark 2025 Cie.des Voiliers Havrais, Havre. Lost 1913.
VILLE DE BELFORT	Bark 2034 Cie.des Voiliers Havrais, Havre.
GERMAINE	1902 E.Corblet & Cie., Havre. Scrapped 1924.

A.& C.de Normandie (Laporte & Cie.), Rouen, Grand Quevilly.

BIESSARD	Bark 2787 Prentout-Leblond & Leroux, Rouen. Missing 1914.
DIEPPEDALLE	Bark 2786 Prentout-Leblond & Leroux, Rouen. Burned 1922.
HAUTOT	Bark 2789 Prentour-Leblond & Leroux, Rouen. Missing 1906.
MARTHE	4m.Bk 3255 A.D.Bordes et fils, Dunkirk. Submarined 1917
VALENTINE	4m.Bk 3258 A.D.Bordes & fils, Dunkirk. War loss 1914.

1899

Ateliers et Chantiers de la Loire, St.Nazaire

CASSARD	Bark 2289 Soc.des Armateurs Nantais. Wrecked May 1906.
EUGENIE FAUTREL	Bark 2306 G.Ehrenberg & Cie., Havre. War loss Sept.1917
FERVAAL	Bark 2300 Cie.Celtique Maritime, Nantes. Lost Aug.1901
MARIE	Bark 2298 Soc.Generale d'Armament, St.Nazaire. War loss'16.
NOEMI	Bark 2298 Soc.Gen.d'Armament, St.Nazaire. Scrapped 1927

Ateliers et Chantiers de la Loire, Nantes.

EMILIE GALLINE	Bark 2051 Soc.des Voiliers Francais, Nantes. War loss 1917.
GENEVIEVE MOLINOS	Bark 2051 Soc.des Voiliers Francais, Nantes. Scrapped 1927.
LA BRUYERE	Bark 2310 Guillon & Fleury, Nantes. Scrapped 1927.
LA FONTAINE	Bark 2310 Guillon & Fleury, Nantes. Hulked 1920.
LA ROCHEFOUCALD	Bark 2312 Guillon & Fleury, Nantes. War loss 1917.
MARECHAL DE TURENNE	Bark 2304 Guillon & Fleury, Nantes. Scrapped 1928.
MARECHAL DE VILLARS	Bark 2304 Guillon & Fleury, Nantes. War loss 1916.
MARGUERITE DOLLFUS	Bark 2038 Soc.des Voiliers Francais, Havre War loss 1917.
MARIE MOLINOS	Bark 2052 Soc.des Voiliers Francais, Havre Lost 1916.
MARTHE ROUX	Bark 2063 Soc.des Voiliers Francais, Havre Lost 1917.
MOLIERE	Bark 2310 Guillon & Fleury, Nantes. Scrapped 1928.

A.Dubigeon, Nantes-Chantenay

BEAUMANOIR	Bark 1675 L.Bureau et fils, Nantes.
WULFF	1912 Pedersen & Mosvold, Farsund.
FIXSTJERNE	1916 H.Jacobsen & Co., Sarpsborg
ARISTOS	1920 Iver Bugge, Larvik. Scrapped 1923
NORMANDIE	Bark 2056 R.Guillon, Nantes. Lost 1899 on Ascension.
SAINTE ANNE	Bark 1665 L.Bureau et fils, Nantes.
KNYGEN	1910 Pedersen & Mosvold, Farsund.
SKARV	1915 S.O.Stray, Kristiansand. Scrapped 1923, Germany
TOURAINE	Bark 2064 Raoul Guillon, Nantes. Scrapped 1926.

S.A.At.& Ch.de Normandie (Laporte & Cie.) Grand Quevilly, Rouen

CROISSET	Bark 2783 Prentout-Leblond & Boniface, Rouen. Lost 1908.
ELISABETH	Bark 2175 Ch.Tiberghien & fils, Dunkirk. War loss 1917.
NANTES	Bark 2786 Cie.Nantaise de Nav.a Vapeur., Nantes. War loss'16.
SEINE	Bark 2185 A.D.Bordes et fils, Dunkirk. Lost 1900

Forges et Chantiers de la Mediterranee, Havre

EMILIE SIEGFRIED	4m.Bk 3214 Brown & Corblet, Havre
SAINTE MARGUERITE	1911 Soc.Nav.de l'Oceanie
BLANCHE	1912 A.D.Bordes et fils, Dunkirk. Submarined Sept.1917.
VILLE DE MULHOUSE	4m.Bk 3214 Soc.des Voiliers Havrais, Havre. Hulked 1927, Chile.
VILLE DU HAVRE	4m.Bk 3231 Soc.des Voiliers Havrais, Havre. War loss 1916.

(to be continued)

SQUARE-RIGGERS BUILT IN THE U.S. SINCE 1870, BY FRANK W.THOBER

(Continued from p.12)

1876

ADA F. CROSBY	Bkn 560	Calais Me.	Nickerson & Rideout	Philadelphia
ADAM M. SIMPSON	S 1525	Bath Me.	Goss, Sawyer & Packard	Philadelphia
ALAMEDA	S 1474	Bath Me.	Goss & Sawyer	Bath Me.
~~ALICE~~	~~B 504~~	~~Millbridge Me.~~	~~J.W.Sawyer~~	~~Portland Me.~~
ANNIE REED	B 735	Waldoboro Me.	Reed & Welt	New York
ANTIOCH	B 987	Kennebunkport Me.	David Clark	Boston
B. F. WATSON	B 993	Bath Me.	William Rogers	New York
BELLE OF OREGON	B 1169	Bath Me.	Goss & Sawyer	Portland Ore.
BONNY DOON	Bkn 570	Machias Me.	John Shaw	Machias Me.
C. P. CARTER	(completed as P. R. HAZELTINE)			
CASSANDRA ADAMS	B 1127	Seabeck W.T.	Hiram Doncaster	Port Townsend W.T.
CLARISSA B. CARVER	S 1144	Searsport Me.	J. H. Lane & Co.	Searsport Me.
DAKOTA	S 1370	Bath Me.	Goss & Sawyer	Bath Me.
EDITH DAVIS	B 823	Knightville Me.	J.F.Randall & Co.	Portland Me.
ELINOR VERNON*	Bkn 570	Pembroke Me.	J. B. Nutt	New York
EMMA L. PARTRIDGE	B 468	Belfast Me.	Henry McGilvery	Stockton Me.
EUREKA	S 2101	Richmond Me.	T.J.Southard & Son	Richmond Me.
FARRAGUT	S 1549	Newburyport Mass.	John Currier Jr.	Boston
FORMOSA	Bkn 535	Brewer Me.	Jos.Oakes & Son	New York
FRED P. LITCHFIELD	B 1083	Bath Me.	Goss & Sawyer	New York
GEORGE W. SWETNEY	Bkn 679	Mays Landing N.J.	Lane & Bros.	Philadelphia
GRECIAN	S 1678	Kennebunkport Me.	Titcomb & Thompson	Boston
HARVEY MILLS	S 2187	Thomaston Me.	Harvey Mills	Thomaston
HATTIE G. DIXON	Bkn 528	Damariscotta Me.	C. G. Merry	Damariscotta
HAYDN BROWN	B 865	Newburyport Mass.	Atkinson & Fillmore	Boston
ILLIE	B 758	Millbridge Me.	J. W. Sawyer	New York
INDIANA	S 1488	Bath Me.	E. & A. Sewall	Bath Me.
ITONUS	B 851	Yarmouth Me.	Hutchins & Stubbs	Portland Me.
IVY	S 1243	Phippsburg Me.	C. V. Minott	Bath Me.
JOHN de COSTA	S 1753	Freeport Me.	Briggs & Cushing	Portland Me.
JOHN L. HASBROUCK	Bkn 772	Kennebunkport Me.	N.L.Thompson	New York
JOHN M. CLERK	B 719	Camden Me.	Coombs & Bean	Camden Me.
JOHN T. BERRY	S 1420	Thomaston Me.	Samuel Watts	Thomaston
JOHN & WINTHROP	B 338	Bath Me.	Goss, Sawyer & Packard	New Bedford Mass.
JOSEPHUS	S 1470	Newcastle Me.	E. Haggett	Newcastle Me.
JUSTINE H. INGERSOLL	B 609	Columbia Falls Me.	J.H.Crandon	New York
KATIE FLICKINGER	Bkn 472	Seattle W.T.	Bryant & Bigelow	San Francisco
MANHEGAN	B 1173	Rockport Me.	John Pascal	Camden Me.
MARY E. MANTON	(renamed PHILENA WINSLOW)			
MARY S. AMES	B 700	E. Boston Mass.	Campbell & Brooks	Boston
N. T. HILL	S 1379	Bucksport Me.	Wm.H.Genn	Boston
OBED BAXTER	B 916	Newburyport Mass.	George E. Currier	Boston
OLIVE THURLOW	B 660	Calais Me.	Rideout & Lord	New York
ORACLE	S 1550	Bath Me.	Hitchcock & Blair	Bath Me.
P. N. BLANCHARD	S 1582	Yarmouth Me.	Blanchard Bros.	Boston
P. R. HAZELTINE*	S 1664	Belfast Me.	C.P.Carter & Co.	Belfast Me.
PALMYRA	S 1360	Bath Me.	Goss & Sawyer	Bath Me.
PAUL REVERE	S 1735	E.Boston Mass.	Smith & Townsend	Boston
PHILENA WINSLOW*	S 2117	Kennebunkport Me.	N. L. Thompson	Portland Me.
PORTLAND LLOYDS	S 1242	E.Deering Me.	G. W. Russell	Portland Me.
QUEENSTOWN	S 1549	Richmond Me.	J. M. Hagar	Richmond Me.
QUICKSTEP	Bkn 423	Port Ludlow W.T.	Hall Bros.	San Francisco
R. R. THOMAS	S 1389	Searsport Me.	E. Dunbar	Searsport Me.
REAPER	S 1469	Bath Me.	E. & A. Sewall	Bath Me.
REMBRANDT	S 1414	Kennebunkport Me.	Crawford & Perkins	Boston
SACHEM	S 1381	E.Boston Mass.	C. Sampson	Boston

*footnotes are on page 24.

1876 (continued)

SAMARIA	S 1509	Bath Me.	Houghton Bros.	Bath Me.
SAN JOAQUIN	S 1637	Freeport Me.	E. C. Soule	Portland Me.
SANTA CLARA	S 1535	Bath Me.	Chapman & Flint	New York
SOUTH AMERICAN	S 1762	E. Boston Mass.	Smith & Townsend	Boston
SPARTAN	B 749	Bath Me.	Hawley & Palmer	Bath Me.
THRASHER	S 1512	Bath Me.	E. & A. Sewall	Bath Me.
TILLIE BAKER	B 719	Harrington Me	G. Emery	New York
WESER	B 974	Bath Me.	Brown & Stantial	Bremerhaven Germany
WESTERN BELLE	B 1135	Bath Me.	Goss & Sawyer	Portland Ore
WILLIAM W. THOMAS	B 661	Calais Me.	Nickerson & Rideout	Portland Me

1877

ABBIE CARVER	B 983	Newburyport Mass.	Atkinson & Fillmore	Boston
ALEX. GIBSON	S 2194	Thomaston Me.	Edward O'Brien	Thomaston
ALFRED D. SNOW	S 2075	Thomaston Me.	Samuel Watts	Thomaston
AMERICA	B 345	Madison Conn.	Miner & Son	New Haven Conn.
AMY TURNER	B 991	E.Boston Mass.	Smith & Townsend	Boston
ANITA BERWIND	Bkn 666	Camden N.J.	D. J. Risley & Co.	Philadelphia
ANNIE H. SMITH*	S 1504	Calais Me.	Nickerson & Rideout	New York
ARMENIA	S 1699	Bath Me.	Houghton Bros.	Bath Me.
ATTLEBORO	B 179	Bath Me.	Brown & Hodgkins	New Bedford Mass.
AZOREAN	B 487	Chelsea Mass.	Pierce & Montgomery	Boston
BARING BROTHERS	S 2166	Thomaston Me	Edward O'Brien	Thomaston
BELLE OF BATH	S 1418	Bath Me.	Goss & Sawyer	Bath Me.
BULLION	S 1300	Bath Me.	Brown & Stantial	Bath Me.
C. C. CHAPMAN	S 1653	Bath Me.	William Rogers	Portland Me.
CARRIE HECKLE	Bkn 498	Knightville Me.	J.F.Randall & Co.	Portland Me.
CHALLENGER	S 1456	Bath Me.	E.& A.Sewall	Bath Me.
CHARLES DEERING	B 810	Columbia Falls Me.	John H. Crandon	New York
CHARLES STEWART	B 630	Belfast Me.	G. W. Cottrell	New York
CRESCENT	B 613	Bath Me.	Goss & Sawyer	New York
DANIEL BARNES	S 1485	Bath Me.	William Rogers	New York
FLEETWING	B 328	Port Jefferson NY	J.M.Bayles & Son	New Bedford Mass.
FLORENCE	S 1684	Bath Me.	Goss & Sawyer	Bath Me.
FOREST BELLE	B 1296	Bath Me.	Goss & Sawyer	Portland Ore.
GAY HEAD	B 265	Mattapoisett Mass.	Jonathan H.Holmes	New Bedford Mass.
GEORGE A. WRIGHT	B 923	Yarmouth Me.	Hutchins & Stubbs	Portland Me.
GLENEIDA	B 784	Pembroke Me.	Hobart & Pettengill	Pembroke Me.
GOV. GOODWIN	S 1459	E.Boston Mass.	Campbell & Brooks	Boston
GRACE DEERING	B 734	Knightville Me.	J.F.Randall & Co.	Portland Me.
GRANITE STATE	S 1684	Kittery Me.	Daniel Marcy	Portsmouth N.H.
H. G. JOHNSON	B 1081	Newburyport Mass.	George E.Currier	Newburyport
HANNAH W. DUDLEY	B 1128	Kennebunkport Me.	David Clark	Boston
HECLA	S 1529	Bath Me.	Goss & Sawyer	Bath Me.
HIRAM EMERY	B 799	Kennebunkport Me.	N.L.Thompson	Boston
HORATIO	S 349	Port Jefferson NY	J.M.Bayles & Son	New Bedford Mass.
ICE KING	S 1198	E. Boston Mass.	R. E. Jackson	Boston
ICEBERG	S 1177	E. Boston Mass.	Justin D. Taylor	Boston
ICELAND	S 1179	E. Boston Mass.	R. E. Jackson	Boston
J. W. DRESSER	Bkn 634	Castine Me.	J. A. Webster	Castine Me.
JABEZ HOWES	S 1648	Newburyport Mass.	J. Currier Jr.	New York
JACOB A. HOWLAND	B 355	New Bedford Mass.	S. Dammon	New Bedford
JAMES ALLEN	B 348	Bath Me.	Goss & Sawyer	New Bedford
JAMES NESMITH	S 1736	Bath Me.	A. Hathorn	Bath Me.
JAMES A. WRIGHT	B 933	Wilmington Del.	Jackson & Sharp Co.	Philadelphia
JOHN R. STANHOPE	B 407	Rockland Me.	Snow, Pearson & Co.	Rockland Me.
JONATHAN BOURNE	B 1472	Bath Me.	Goss & Sawyer	Boston
JOSEPH A. ROPES	B 711	N.Weymouth Mass.	N. P. Keen	New York

*footnotes are on p..24.

1877 (continued)

JOSEPHINE	B	385	Bath Me.	Goss, Sawyer & Packard	New Bedford Mass.
JULIA	B	799	Ellsworth Me.	I. M. Grant	Ellsworth Me.
KENNARD	B	617	E. Machias Me.	Wm. H. Stevens	New York
KEPLER	B	770	Bath Me.	Goss & Sawyer	Bremen, Germany
LEVI G. BURGESS	S	1617	Thomaston Me.	Samuel Watts	Thomaston Me.
LIZZIE MARSHALL	B	454	Maine Prairie Cal.	L. Mortensen	San Francisco
LLEWELLYN J. MORSE	S	1393	Brewer Me.	J. Oakes & Son	Bangor Me.
LOTTIE MOORE	B	881	Setauket N.Y.	G.E. Hand	New York
LUCRETIA	B	303	Bath Me.	Goss & Sawyer	New Bedford Mass.
MABEL	B	188	Bath Me.	Brown & Hodgkins	New Bedford Mass.
MABEL CLARK	S	1661	Waldoboro Me.	Edwin O. Clark	Waldoboro Me.
MIRIAM	B	598	Camden Me.	Bean & Brown	Camden Me.
NELLIE BRETT	B	726	Calais Me.	Rideout & Lord	New York
NORMANDY	S	1209	Damariscotta Me.	Clark & Curtis	Newcastle Me.
NORTH BEND	Bkn	376	North Bend Ore.	John Kruse	San Francisco
PALESTINE	S	1470	Bath Me.	W.V. Moses & Son	Bath Me.
PANAY	S	1190	E. Boston Mass.	J. E. Taylor	Salem Mass.
PAUL JONES	S	1258	Portsmouth N.H.	J.F. Fernald	Portsmouth N.H.
PHAROS	S	2002	Kennebunkport Me.	N.L. Thompson	Boston
RALPH M. HAYWARD	Bkn	605	Waldoboro Me.	W. Storer	Boston
RAMBLER	B	1018	E. Boston Mass.	Smith & Townsend	Boston
RED CLOUD	S	2208	Quincy Pt. Mass.	George Thomas	Boston
RED CROSS	S	1301	Richmond Me.	T.J. Southard & Son	Richmond Me.
REINDEER	B	357	New Bedford Mass.	S. Dammon	New Bedford Mass.
ST. DAVID	S	1596	Bath Me.	John McDonald	New York
ST. MARK	S	1973	Bath Me.	Hitchcock & Blair	Bath Me.
ST. STEPHEN*	S	1392	Bath Me.	John McDonald	New York
SARAH S. RIDGWAY	B	870	Wilmington Del.	Jackson & Sharp Co.	Philadelphia
SEA KING	S	1492	Bowdoinham Me.	G.H. Theobald	Richmond Me.
SINTRAM	S	1674	S. Freeport Me.	E. C. Soule	Freeport Me.
THOMAS M. REED	S	1517	Bath Me.	E. & A. Sewall	Bath Me.
VIGILANT	S	1800	Kennebunkport Me.	N. L. Thompson	Boston
VILORA H. HOPKINS	B	977	Millbridge Me.	J. J. Sawyer	New York
VIRGINIA	B	750	Machias Me.	John Shaw	Machias Me.
WANDERING JEW	S	1737	Rockport Me.	John Pascal	Camden Me.
WILLIAM G. DAVIS	S	1669	E. Deering Me.	George Russell	Portland Me.
WILLIAM H. CONNER	S	1496	Searsport Me.	Marlboro Packard	Searsport Me.
WILLIAM HALES	B	868	Newburyport Mass.	Atkinson & Fillmore	Boston
WILLIE REED	S	1450	Waldoboro Me.	A.R. Reed & Co.	New York

NOTES ON PAGES 22 TO 24

ELINOR VERNON (p.22) was documented as built in 1876 although she was not launched until 25 May 1877. She had been completed the previous year, but the ice in the river delayed her launching until the following spring.

P.R. HAZELTINE was the 100th vessel built by C.P. Carter, who died before she was finished, and the vessel was completed by Capt. Horace Herriman. She was launched as the C.P. CARTER, but the name was changed before she was documented.

PHILENA WINSLOW, according to Matthews, was launched as the MARY E. MANTON; however according to another source she was originally christened OCEAN QUEEN. She seems to have been launched 22 June 1876 and not documented until 19 August.

ANNIE H. SMITH (p.23), though documented as built in 1876, was not launched till 2 January 1877, whereas ST. STEPHEN (p.24) was launched on 15 Dec. 1876 and documented as built in 1877.

PHAROS was launched on 14 April 1877, according to Margaret Thompson under the name FREE TRADE, but she remained unsold till the end of November and was not documented as PHAROS till 7 December.

*****

OBITUARY

Frederick Pease Harlow, author of "The Making of a Sailor," died at his home in Seattle, Washington, on 10 September. He was 95. He had also compiled a book on sea chanties, a fragment of which was published in "The American Neptune" several years ago.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER THREE 25 NOVEMBER 1952

THE NATIONAL MUSEUM OF NAUTICAL HISTORY AT STOCKHOLM, SWEDEN.

We have covered a good many maritime museums in LOG CHIPS in the past four years, but so far we have had nothing to say of one of the best, the Swedish National Museum of Nautical History, or, in Swedish, Statens Sjöhistoriska Museum. Unfortunately, we have not been able to visit it ourself, nor have we the reactions of any LOG CHIPS reader to it. But thanks to several descriptive booklets sent us by the museum staff, we can comment with fair authority on some of the principal features of this excellent museum.

To begin with, the authorities responsible for the museum made a wise decision, and one that could be copied with good effect elsewhere, to separate completely the naval and commercial phases of their displays. The building, therefore, which was built in 1933-35 and is a long structure, laid out in the arc of a circle with a central round cupola, has two floors, with the naval exhibits on the ground floor and the commercial shipping department on the upper floor.

The mercantile exhibit was originally begun in 1913 by the Sveriges Sjöfartsmuseum and was formerly housed elsewhere in Stockholm. The first room entered by the visitor contains a general survey of the history of Swedish shipping from earliest times to the present by means of a series of models to the scale 1:200. A notable vessel in this series is STOCKHOLMSHAXAN of 1816, the first Swedish steamboat.

From here the displays are arranged chronolcgically, beginning with a room of grave-finds and other material from prehistoric times. The next room is pre-19th Century material, the prize being a votive model of a galleon dated about 1600, one of the oldest models in existence. The next display deals with the Swedish East India Company (1731-1813), while the fifth room houses material on 19th Century sailing vessels. A high-light here is the ½" scale rigged model of the ship PRINCE OSCAR, launched at West Hartlepool in 1864 by the later Kong Oscar II of Sweden. There is also a fine rigged model of the full-rigged brig GERDA, the last in Sweden.

At the end of this wing is the mast room, dominated by the wheel, wheel-box, binnacle, fife-rail, and mizen lowermast of the late four-masted bark BEATRICE, scrapped in 1932. Her figurehead, along with others, is also here. The next room has the midship house from the barkentine HOPPET, scrapped in 1952, and the next more 19th Century material, including three models of Roslagskutor, a popular type of coasting sloop.

Next come training activities and seamen's organizations; tattooing and sailor's handicrafts; compasses, navigation instruments, spy-glasses, and patent logs. The navigation instruments are in the cupola, and in the other end of the building are displays related to the old-time shipyards, to the present-day shipyards, and to older steam vessels. In the last category is a model of Nordenskiöld's VEGA, which first accomplished the Northeast Passage in 1878-80. One whole half of this wing is the "modern" department, illustrative of the extent and development of contemporary Swedish shipping

The naval section, on the ground floor, has as a basis Royal model collections established at Stockholm and Karlskrona in 1752. This date assures that the bulk of the work of the great F.H.af Chapman is represented, and there is also the oldest known scale model, thought to be the work of the English shipbuilder Francis Sheldon, who migrated to Sweden about 1659.

The trophy room, in the central part of the building, is dominated by the actual stern of the royal yacht (contd.on p.28)

CHRISTMAS GIFT IDEAS

Subscription to "American Neptune" $6.50. Write Peabody Museum, Salem, Massachusetts.

"Clipper Ships & Packets" $2.00 Write LOG CHIPS.

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ANOTHER THOMASTON BUILDER

Mr. George M. Patterson of Fairfield, Maine, has sent us some information on the shipbuilding activity of his forebears that helps round out the Thomaston material in vol.2 of LOG CHIPS.

His great-great-great grandfather, David Patterson, is stated to have been a shipbuilder; his great-great grandfather, also David, went to sea and rose to command. David Patterson 3d, only son of Captain David Patterson, was born only a few months before his father was lost at sea. David 3d followed the shipbuilding footsteps of his grandfather at Warren, where he was born, and his first vessel was the brig NEPTUNE, 123 tons, in 1796, built under contract for his neighbors, the Lermonds. The NEPTUNE is stated to have been the second vessel owned on the Georges River, and it gave David Patterson his start in more directions than one, for in 1800 he married one of the Lermond girls.

Among the later vessels built by David Patterson were:

1805	Sloop	PEGGY	91 tons
1826	Sch	SETH & WILLIAM	
1827	Bark	COLUMBIA	64
1828	Sch	AMANDA	97

David's son, Joshua L.Patterson, George M.Patterson's grandfather, learned the shipbuilding trade in his father's yard on the bank of the Oyster River near his home and birthplace on Warren Road, and in his own time he built:

1847	Bark	ROXANNA	299
1848	Ship	FIDES	693
1850	Ship	JOHN & LUCY	991
1851	Ship	FRANKLIN KING	1100
1854	Ship	CREST OF THE WAVE	948
1856	Ship	BYZANTIUM	1048

Harvey Mills was first master of the FRANKLIN KING, and William Corley of the CREST OF THE WAVE. All these square-riggers were built for J.L.Patterson's own account, his sons Edwin and John participating in the work on the later vessels. In this period, the Hon.Joshua L.Patterson's interests included lime kilns and a general store, as well as the cribs, windlasses, and machinery for shipbuilding. The Alexander Lermond home, which had been his birthplace and the home of his father, overlooking the Oyster River and in sight of the shipyard, was used as a boarding house for his men.

His second son, John Andrews Patterson, after the death of his father, lived in the house overlooking Oyster River, and carried on the shipbuilding trade. Here were born his three children, Ralph J.Patterson (1862), George M.(1864), and Marion (1870). Henry Lermond, later with John McDonald builder of Flint & Co.vessels at Bath, and John A.Patterson had married sisters.

John A.Patterson and his brother-in-law, Joseph B.Watts formed a contracting firm, and they did the carpenter work for all Samuel Watts' vessels from the JANE FISH in 1868 to the JOHN T.BERRY in 1876, the last-named having been built in the James A.Creighton yard.

The business of shipbuilding, owing to the rigors of Maine climate, was necessarily seasonable, and during the winter Oliver Lermond joined John A.Patterson and his two sons to cut ship timber in Virginia and later near Savannah, Georgia. They cut and shipped frames for Thomaston-built vessels and sent the surplus to the Bay of Fundy. George M.Patterson writes that he went south with his father in this manner five or six times.

George Patterson later became manager of an electric power plant at Belgrade in the interior of Maine, and here, with wooden shipbuilding at Thomaston a thing of the past, his father came to design and build skiffs and rowboats to be used on Long Pond and the other Belgrade Lakes that stretched away from his front door. And here he died on 25 Sept.1925, being laid to rest in Thomaston by his son and five grandsons.

George M.Patterson has carried on the family tradition by building models, concentrating on the type of Thomaston craft built by his father. Concerning possible plans he writes:"No plan was ever made of a vessel built before 1870. I helped my father lay down the model of a ship in a large loft. First he had made a half model from thin boards and screwed them together for the owners and captain to change and they did! Then he made a full size ship frame on the floor, and made moulds, and took the bevels off on a board. The moulds and bevel board were sent south for the carpenters to get out the frame."

Mr. Patterson also writes of a custom that the Thomaston boys observed with each new ship. "For several years I trucked every ship that left Thomaston," he says. "By trucking I mean that I hung my cap on the gold ball at the main masthead."

SHIPBUILDING AT ALEXANDRIA, VA.

In spite of the fact that Tidewater Virginia was one of the regions that supplied white oak timber to the shipyards of Maine, as related by Mr.Patterson in the preceding story, practically no wooden shipbuilding has been carried out within the Commonwealth of Virginia. What there was, except for the activities of the Navy Yard at Norfolk, seems to have been chiefly in the Potomac region, with the greatest activity probably at Alexandria.

Alexandria lies on the right bank of the Potomac, a few miles below the head of navigation at Georgetown. It was founded in 1731, incorporated in 1749, and in 1791 was included as part of the District of Columbia. Since 1846, Alexandria, along with all the territory on the west bank of the Potomac, has been in Virginia.

According to Henry Hall, there was a public shipyard at Alexandria during the Revolution, but this did not survive and when a Navy Yard was established in the District of Columbia in 1799, it was located on the Eastern Branch, where the Naval Gun Factory now stands. There was sporadic commercial shipbuilding on the Alexandria side until the Civil War, but the real impetus to local shipbuilding did not come until after that war. The pre-war yards were Hunter's and Goodhand's, but in 1874 a concern headed by Robert Portner established the Alexandria Marine Railway and Shipbuilding Co.

The marine railway was indicated first in the firm's name, reflecting the primary concern of the company in providing maintainance services on the fleet of coal schooners that worked out of Alexandria and Georgetown in the seventies. The Chesapeake & Ohio Canal, which was completed through from Georgetown to the Cumberland, Md., coal fields in 1850, was joined by a branch canal, opened in 1843, which crossed the Potomac on an aqueduct and allowed loaded barges to go all the way to Alexandria. This aqueduct was drained in 1861 to serve as a bridge, but in 1866 it was returned to the Alexandria Canal Co. and for 20 years served both as canal and as bridge.

The first new construction attempted by the Portner yard was the three-masted schooner ROBERT PORTNER of New York, 631 tons, launched in 1876. She was followed in 1880 by the JAMES B.OGDEN of New York. 678 tons. The yard owned 1/8 of the OGDEN, and, as the name indicates, probably also owned a piece of the PORTNER.

According to Henry Hall, this yard had also built a tug by 1880, but we have not yet turned up its name. According to an item in the Alexandria "Gazette" for 21 Sept. 1880, it was understood that the shipyard had lost money on the two vessels recently built there, and in loyal Democratic fashion this was blamed on Garfield's maintaining a high tariff policy.

Hall found the yard building only a 82-ft longboat in June 1881, when he visited Alexandria, and apparently neither this craft nor the reputed tug was counted in 1882, when the launching of the "third vessel," the three-masted schooner ELLWOOD HARLOW of New York, was described on 3 July 1882. The Harlow was named for the young son of Dr. J.M.Harlow of New York City.

Overall 179 ft, the schooner officially measured 168.6 x 36 x 18.6, grossed 835 tons, and carried 1300. Her lower masts were 95, 96, and 97 feet; all topmasts 50 ft., mizen boom 65 ft., and the others 43 ft. She had a centerboard and Thayer's patent power windlass, wire standing rigging, and was copper fastened to the 10-ft waterline. Captain Nelson Edwards was her master and managing owner, with a 1/8 interest, and she cost $38,000, or slightly under the $50 per ton figure quoted by Hall.

Her frame of white oak was cut around Glymont by H.Spear & Co.of Charles Co., Md., a firm of transplanted Maine men. The master builder of the ELLWOOD HARLOW was also a Maine man, William H.Crawford of Kennebunkport. It seems that Kennebunkport was harder hit than almost any other Maine locality at the end of the seventies, with all the local timber gone and local capital limited. One of the long-established firms at Kennebunkport, Crawford & Ward (Ward was Crawford's son-in-law), sold out to David Clark, and Crawford took a trip to the Potomac and Chesapeake country. Finding materials plentiful at Alexandria (Hall quoted squared oak delivered at $20@$22 per thousand, pitch pine $23@$25, and oak logs delivered for about $15 for what could be squared out of it) he leased part of the Alexandria MR & SB Co.yard, which by now had been acquired by John P.Agnew & Co., a firm of coal dealers still in business. Crawford designed a three-master, found buyers for it, and on 3 March 1882 he laid the keel of the ELLWOOD HARLOW.

Meanwhile Charles Ward had also come to Alexandria, and became associated with the Potomac Manufacturing Co., which established a yard near the older one. The Alexandria yard was at the south end of Union Street,

between Franklin and Gibbon, while the Potomac yard was a little north, at Union off Wilkes. The first launching from the new yard was the three-master JAMES BOYCE JR., on 4 Dec.1882. She grossed 729 tons and carried 1100, had 92-ft lower masts, and measured 166 x 35.3 x 19.5 ft, with a keel length of 151 ft and overall of 176. She was one of the few schooners fitted with a figurehead, and Capt.A.A.Duncan of Rockland was listed as her sole owner.

The "Record" lists the builders of the BOYCE as Goss & Sawyer, but this is a mistake, and it appears Goss & Ward was intended. Who Goss was, we have not yet discovered, but in reporting the launching of the next schooner from the Potomac Mfg.Co. yard, the WILSON & HUNTING on 9 July 1883, the "Gazette" definitely gives Goss & Ward as the builders, as does the "Record." The WILSON & HUNTING was named for a Baltimore firm who owned 3/16, while Capt.Henry E. Anderson, her master, owned 1/8. A three-master of 418 tons, she was built for the Jacksonville lumber trade and was registered in Fernandina, Fla.; she is stated to have been the first schooner to carry a wheel-house.

Meanwhile the Agnew yard was also busy; a cargo of lumber from Darien, Ga., by the schooner JOHN J.WARD, was being awaited in June 1883, and on 21 July the four-master WILLIAM T.HART went down the ways at the Agnew yard. W.H.Crawford was mentioned as the foreman in charge on this occasion. One of the first four-masters, the HART grossed 943 tons and carried 1500; she was 198 x 38 x 19.6 ft in registered dimensions, 175 ft keel and 205 ft on deck; cost just $45,000, and had a centerboard. Capt.Jos. F.Davis of Somerset, Mass., was sole owner of record.

Only one more big schooner was built at Alexandria. She was started by Crawford in the Agnew yard, but because of his illness, she was completed by Ward and launched by him on 27 Oct.1883. She was a three-master with a steam hoisting engine, measured 178 x 35 x 19.2 ft, 180 ft on deck and 156 keel, and carried 1100 tons on a gross of 753. J.P.Agnew & Co. owned 1/32; Capt.John G.Crowley, her master, had 1/16, and there were several Taunton people among the part-owners.

The experiment of bringing Maine know-how to the timber source was not a success, though it does not appear to have been a complete failure. One of the difficulties of building at Alexandria was that most of the outfit was unobtainable locally, so that sails, windlasses, hoisting engines, and anchors had to be shipped around. This was far different from the situation at a port like Bath or Camden, where all the items could be procured locally, and the freight and other costs incident to shipping these articles went a long way toward offsetting the lower price of lumber at Alexandria.

The port of Alexandria also declined in importance after this period. The peak year for coal on the C.& O.canal was back in 1871, and in 1886 the Alexandria canal was abandoned and the aqueduct converted entirely into a bridge. Freights of ice from the Kennebec provided some activity for a few more years, and West Indiamen loaded full cargoes of staves at Alexandria, to be made into rum or molasses barrels. Another activity was shipping poplar logs by barge to a paper mill near Philadelphia.

During World War I, Alexandria saw the establishment of the Virginia Shipbuilding Corporation, which obtained an early Shipping Board contract for a dozen steel freighters of 9400 deadweight tons each. Of these, ten appear to have been completed, as follows:

1919	SS	BETSY BELL	6182
1919	SS	E. A. MORSE	6059
1919	SS	GUNSTON HALL	6182
1919	SS	H. F. MORSE	6054
1919	SS	VANADA	6059
1920	SS	CLEMENCE C. MORSE	6061
1920	SS	JENNIE R. MORSE	6060
1920	SS	ANNA E. MORSE	6057
1920	SS	COLIN H. LIVINGSTONE	6071
1920	SS	GEORGE M. MORSE	6054

The Naval Torpedo Factory was about the only activity at Alexandria during World War II. Alexandria today is still a seaport, an occasional small freighter with a cargo of Canadian newsprint for the five daily newspapers of the Washington area still unloading at Alexandria's otherwise idle wharves.

SWEDEN'S NAUTICAL MUSEUM, contd.from p.25

AMPHION, a schooner built in 1778 by Chapman and broken up in 1885. Another series of relics is from the great ship ELEFANTEN, built in 1555-58 and sunk in a battle with the Danes in 1564. The near-brackish waters of the Baltic have preserved her hulk, permitting portions to be recovered in recent years.

There are exhibits of cannon, mortars, and mines, and a whole room devoted to Chapman. Serving as flagstaff on the museum grounds is the mainmast of the training brig GLADAN, built in 1857 and scrapped in 1925.

B O O K R E V I E W S

SPENGEMANN, Friedrich, "Südseefahrer," 162 pp., ill. Bremen-St.Magnus, the author, 1952.

Herr Spengemann occupies a unique place among his contemporaries in the field of maritime history, since he acts as his own publisher, and apparently is able to operate without regard to commercial considerations. Each year or so there appears a new booklet from his pen, well illustrated and crammed with facts about a particular phase of German maritime activity.

"South Sea voyagers" is the latest of these, and, as its title indicates, it deals with vessels that traded to the Pacific islands. The first German vessel in the Pacific was the ship MENTOR, on a China voyage via Hawaii in 1823. Later traders and whalers set up important houses in Hawaii, brought part of Samoa under the German flag along with the Marshalls, and annexed the phosphate island of Nauru.

Probably of most interest to American readers are the portions of the book dealing with the Hawaiian Islands. We learn, for example, that H.Hackfeld & Co.had a couple of vessels named A.J.POPE and J.C. TALBOT built in Bremen in the 1860's, an item that escaped the notice of the recent chroniclers of Pope & Talbot in "Time, Tide & Timber." Then there were the KALE, KA MOI, and IOLANI, Bremen-built but flying the Hawaiian flag.

There are a few misspellings in ship's names, in particular some transpositions of "I" and "J," so that two of the ships mentioned appear as "JOLANI" and "A.I. POPPE."

HAWKINS, Clifford W., "Log of the HUIA; a record of the schooner, 1894-1951," 107 pp 64 ill; charts and plans. The author, Auckland, N.Z., 1951. Price 13/6 ($1.35).

The number of vessels that have had individual book-length biographies published is pitifully small, compared with the number of captains, naval officers, and owners that have had such recognition. To this small but growing bookshelf has now been added a new edition (the first was printed in 1947) of the history of the New Zealand two-masted topsail schooner HUIA.

The HUIA was built as a lumber carrier by James Barber at Aratapu in 1894, her tonnage (net) being just under 200 so that she had to carry only two certificated officers. In 1898 she was given a San Francisco Union gas engine as auxiliary, and in 1912 was bought by the Nobel interests to distribute explosives imported by steamer to New Zealand. She was retired from this trade in 1949, having been without her yards since 1940, and on 26 Jan. 1951 was lost off the south end of New Caledonia.

The illustrations include lines, sail plan, and flags flown by the HUIA during her long career, as well as numerous excellent photographs.

BERGENS SJØFARTSMUSEUM, Årshefte, 1951. 42 pp.; ill.

The latest edition of the yearbook of the Bergen Nautical Museum contains a well-illustrated history of the motorship since the building of the VANDAL in 1903, by M.L.Michaelsen, and an account of the last voyage of the full-rigger HØVDING in 1913-1914 by Thomas Hauge.

FORBES, Allan, and Ralph M. EASTMAN, "Yankee Ship Sailing Cards, volume III," 99 pp. State Street Trust Co., Boston, Mass., 1952.

Sailing cards are all the vogue these days, and even ladies' scarves are showing reproductions of them. To the State Street Trust Company must go the credit of drawing public attention to this purely American commercial art form.

In this, their third and last pamphlet on the subject, the authors have concentrated on a selection of the most attractive and unusual of the existing cards. A total of 42 is reproduced in full color, with more or less information about the ships being advertised and the men connected with them, mostly from readily available sources.

BELLON, Luis, "Pesca y utilizacion del boqueron y de la sardina en las costas de Malaga." 115 pp., 13 pl. Boletin del Instituto Espanol de Oceanografia, No.30, Madrid, 1950.

This is a technical study of the sardine and anchovy fishery on the Malaga coast of Spain. Those interested in local craft will find detailed drawings (but not plans) of the boats used in fishing with the jabega and sardinal nets, and complete descriptions of the fishing gear. There is also a color plate showing the painting of a barca de jabega, which has a red bottom and white topsides, a blue band below the gunwale, and touches of green, yellow, and orange. Eyes on the bows complete the design.

SAILING SHIP NEWS

AFRICAN QUEEN, Br.aux.4m.Sch (ex BADGER ex WESTWARD ex DANEFOLK). Lying at N. Shields since end of 1951, having previously been converted to a floating shark-fishing factory. Sale price was cut from £150,000 to £100,000; in July 1952 finally sold for £80,000 to Alpha West (England) Ltd.

ALASTOR alias BOUNTY, Br.bark. Has been broken up.

CARL VINNEN, Ger.aux.5m.Sch. 19 Aug.left Gibraltar in tow GULOSENFJORD; 31 Aug. arr.Hamburg. Fate in doubt.

DANMARK, Dan.aux.tr.ship. 23 Sept.passed Ushant from Copenhagen; arr.Madeira 14 Oct.; sailed 19th.

EAGLE, USCG aux.tr.bark. 1952 schedule was leave N.London 9 June; at Oslo 1 to 5 July; Copenhagen 6 to 11 July; 2 days at Teneriffe; 16 Aug.return N.London. 18 Aug.sail; at Bermuda 28 Aug.to 1 Sept.; return N.London 8 Sept.

EXPEDITION, sch. (ex SADIE M.NUNAN; see LC v.1, p.61). Bought for $10 by Gloucester Maritime Museum Corp.to be preserved at Gloucester as a memorial.

FOZ DO DOURO, Port.m/v (ex ABRAHAM RYDBERG). 12 April left Antwerp for Sydney; left Colombo 17 May, Melbourne 15 June, Sydney 28 June, Auckland 19 July, Colombo 12 Sept., Port Said 3 Oct., arr.Lisbon 16 Oct; 24th sailed for Gefle.

GIORGIO CINI, Ital.aux.bkn. Trains seamen's and fishermen's orphans out of I. S.Giorgio Maggiore, Venice. Donated by Vittorio Cini in memory of his son Giorgio, killed in an air accident.

JOSE GASPAR, 3m.Sch.(ex WILLIAM BISBEE). Too old to take part in this year's Gasprilla festival at Tampa, she has been sold to be beached for conversion to a night-spot at Tampa.

MADALAN, Port.aux.bgn. 19 Aug arr Providence 20 d.from St.Vincent CVI with 19 passengers and 5 bbl tobacco. Sale previously reported has fallen through. 15 Nov.sailed on return; ashore same day on Halfway Rock, Narragansett Bay; 29 pass.taken off by Navy launch; floated 16th by Coast Guard, reloaded passengers at Newport, R.I., and proceeded.

MERCATOR, Belg.aux.tr.bktn. 8 Sept.left Antwerp for Ghent; returned 30 Sept.

MOSHULU, Ger.hulk. Arr.Hamburg prior to 30 August; fate in doubt.

PACIFIC QUEEN, ship. 18 Oct.arr San Francisco 3d.from Long Beach in tow KANAK. Lying at Sausalito. May be acquired by S.F.Maritime Museum.

PAMIR, Ger.aux.4m.tr.bk. 17 Oct.arr Antwerp from San Lorenzo; 29 Oct.arr Rotterdam.

PASSAT, Ger.aux.4m.tr.bk. 8 Aug.arr Santos; left 15th; 24 Aug.arr Diamante. 3 Sept. left for Hamburg via Buenos Aires.

RESULT, Br.aux.3m.Sch. 11 July called at Penzance to load scrap iron for South Wales.

STATSRAAD LEHMKUHL, Nor.aux.tr.bark. 28 July left New York; arr Bergen 25 August.

(With thanks for items to Bob Applebee, Bob Goddard, Karl Kortum, Alan Villiers, and Captain Leighton Robinson.)

NEWS AND NOTES

REVOLUTIONARY GUNBOAT RAISED

A 54-foot American gunboat, beached and burned by Gen.Benedict Arnold in Oct.1776, has been raised from 7 feet of water and 4 feet of mud in Lake Champlain near Panton, Vermont. She will be preserved in a museum on the New York side of the lake.

***

NEW INDONESIAN TRAINING SHIP

Jürgen Meyer and Alan Villiers send news of a barkentine being built by H.C.Stülcken Sohn at Hamburg as a training ship for the Indonesian Government. Accommodating 78 trainees, she will closely resemble the Jugoslav JADRAN. She will displace 810 tons, and the keel-laying was scheduled for 15 October. Her name will be DEWARUTJI.

***

SAN FRANCISCO BAY STERNWHEELERS

Three former Bay and river boats are entering new services. The DELTA KING becomes a bunkhouse on a construction project in British Columbia. PETALUMA is now a floating restaurant at "Jack London Square", at the foot of Broadway in Oakland, Calif. We had an excellent abalone dinner aboard her not long ago. CAPITAL CITY is scheduled for similar service in the Aquatic Park, San Francisco, near the Maritime Museum.

***

PORTUGUESE BANKER LOSSES IN 1952

Alan Villiers writes that three of the three masted Portuguese cod fishermen were lost this year, along with a four-master, the SENHORA DA SAUDE.

***

VILLIERS WORKING ON BOOK

From other sources, we hear that Alan Villiers is working on the story of the last Cape Horners. It will not be detailed histories of hundreds of vessels, like Lubbock's works, but rather the complete picture of the operating, financing, and handling of the vessels, with case histories of some of the outstanding ships.

THE CARLLS OF LONG ISLAND

One of the best measures of the level of progress of a shipbuilding locality is the success that its apprentices have when they embark on shipbuilding ventures of their own. In the case of Port Jefferson it is possible to trace the activities of its former apprentices in several different directions, one of the most notable examples being the careers of the Carll brothers.

They were born in Huntington Township, Suffolk County, the 4th and 5th children of Eliphalet Carll (1797-1843) and Susan Smith Carll, who had 9 children altogether. David was born in 1830, and Jesse Jr.(as he called himself; today we would call him Jesse 2d) in 1832. Where David was taught his trade we have not yet learned, but Jesse was apprenticed at 17 to J.M.& C.L. Bayles at Port Jefferson, the year after his father was killed in a hunting accident.

In 1854 D.& J.Carll went into partnership at Northport, having as capital $400 from their father's estate. Their first work was two 80-ton sloop lighters for Seth.R. Robbins of Brooklyn, after which they built the following vessels:

1855	Bark	STORM BIRD	528
1855	Sch	STORM CLOUD	195
1857	Sch	JOSEPH NICKERSON	198
1858	Sch	ORVETTA	171
1859	Sch	HELEN BURTON	(150)
1860	Sch	WILLIAM MAZYCK	93
1861	Sch	LUCETTA	(250)

The tonnages in parentheses are from Stephen Titus' "History of Suffolk County," the others from "American Lloyd's Register" for 1862. There are a portrait and biography of Jesse Carll in Munsell's "History of Suffolk County."

The brothers ran into hard luck with the STORM BIRD. She was built in a hurry under a $35,000 contract with Appleton Oak Smith, being launched in 87 days after keel-laying, and the men were paid $4 or $4.50 a day. They allowed the owner to take possession with the last $7000 still due, and he ran out on them, leaving them $4000 in debt. But they managed to overcome this handicap, and when they split up the partnership in 1865 they divided $50,000 in property.

The STORM BIRD was owned in Memel, East Prussia, in 1862, while the STORM CLOUD had gone out to San Francisco and was owned by Bowne Bros. The builders owned ¼ of the JOS.NICKERSON, which was a keel vessel, and when she was 15 or 20 years old Jesse Carll bought her together with Yates & Porterfield of New York, a leading firm in the African trade. They made several voyages to Africa with her until she was finally captured and destroyed by natives up the Congo.

The ORVETTA became a U.S.Navy mortar schooner in the Civil War, while the WILLIAM MAZYCK was built for Capt.J.Conklin of Smithtown, trading to Georgetown, S.C., and was named for a rice-planter there. The LUCETTA was a fruiter, stated to have been the second of her kind built.

During the Civil War period the brothers engaged in repair work, ans in 1865 they separated, David moving to City Island, which is closer to New York City. Staying at Northport, Jesse specialized in repair work, keeping 25 to 95 men busy, but he also built:

			gross tons
1866	Sch	GODDESS	219
1867	Sch	JESSE CARLL	217
1867	Brig	MOSES ROGERS	383
1868	Sch	GAILLARD	(80)
1868	Two sloop lighters, each		(90)
1868	Sch	ANN E.CARLL	299
1869	Sch	FRANCIS E.HALLOCK	215
1870	Brig	OSSEO	454
1870	Sloop	FARMER	53
1871	Sch	FLORENCE	(160)
1871	Sloop	MARY & MARTHA	(100)
1872	Sloop	--	(75)
1874	Bark	CARRIE L.TYLER	565
1874	Sch	JOSEPH RUDD	368
1874	Sch	HERBERT E.	392
1875	Sch.Y.	ADDIE VOORHIS	35
1875	Sch	FRANCES	385
1876	Sch	ANNIE E.WEBB	101
1877	Sch	EMMA RITCH	268
1878	Bark	MARY A.GREENWOOD	645
1882	Sch	FANNIE BROWN	508
1883	Sch	ALLIE R. CHESTER	449

Jesse Carll also rebuilt the schooner yacht CLIO in 1873, lengthening her 12 ft and increasing her tonnage to 42, and he also rebuilt a schooner yacht named ARIEL that subsequently made a voyage to California via Magellan Strait.

Jesse Carll married Ann Eliza, daughter of Aaron Jarvis of Huntington, in 1859 and they had 10 children. Their son Jesse A. Carll, born in 1864, was trained as a shipbuilder.

Of the vessels built by Jesse Carll, the MOSES ROGERS was in the Malaga trade under Capt.Edward M.Jones of Cold Spring. The JESSE CARLL was also a fruiter; she was lost in a storm on the Spanish coast while discharging in an open roadstead. The ANN E. CARLL, Capt.Benj.Tyler, was ashore once off Norfolk and again on Block Island, and was

floated both times. Finally, about 1878, she was wrecked on a key 60 mi from Cienfugos. The crew was nearly eaten by alligators, but they ended up eating the alligators themselves before they were finally rescued by a Spanish gunboat. The vessel was still whole, but the cost of floating her was considered prohibitive.

The brig OSSEO was another Mediterranean trader, costing $40,000, and the builder owned 1/8. He also owned in the CARRIE L.TYLER, and had 5/16 of the JOSEPH RUDD. This vessel was a centerboarder with two decks and cost $34,000. She was managed by Woodhouse & Rudd of New York, and once was carried two miles inland in a hurricane at Brazos, off the mouth of the Rio Grande. Her owners spent $23,000 in digging a canal, and succeeded in floating her after a year of work. The HERBERT E., which cost $35,000, was also in Woodhouse & Rudd's Texas trade.

Carll owned 3/8 of the MARY A.GREENWOOD, Capt.Tooker, and built the ALLIE R.CHESTER, commanded by Capt.George Tyler of Smithtown, for his own account. The FANNIE BROWN was owned mainly in Richmond, Va.

About David Carll we do not know as much. At City Island he concentrated on yacht work. Many yachts owned in New York City winter at City Island and are outfitted there in the spring. Owners in the seventies and eighties experimented a good deal with their yachts, rebuilding and lengthening them, and David Carll had considerable work of this nature. From time to time he also undertook commercial work. Here is a partial list of the vessels built or rebuilt at City Island by David Carll. For those starred with an asterisk we have yet no proof that he actually was the builder, but since no other builder operating at City Island during the period has yet come to light, we assume David Carll was responsible:

1866	Sch.Y.	VESTA	119
1869	Sch.Y.	MAGIC (rebuilt)	46
1871	Sch.Y.	RESOLUTE	119
1871	Tern	POTOSI	363
1872	Sch.	*JOHN K. SHAW*	379
1873	Sch.Y.	ATALANTA	86
1874	Sch.	*WILLIAM DOUGLAS*	132
1875	Sch.Y.	STEPHEN D. BARNES	91
1876	Sch.	DAVID CARLL	124
1876	Sch.	ADELAIDE J.ALCOTT	382
1877	Sch.Y.	AMBASSADRESS	232
1878	Tern	WILLIAM H.BAILEY	489
1880	Sch.Y.	SIREN (altered)	44
1880	Sch.	*JESSIE*	211
1881	Tern	SAMUEL S. THORP	528
1882	Sloop Y.	PHOEBE	-
1883	Sm.Sch.	SUE WILLIAMS	663
1884	Sch.Y.	NIRVANA	53
1885	Sch.	*DAVID CARLL*	66

Regarding David Carll's merchant schooners, Mr.Forman T.Bailey of Asbury Park, N. J., writes: "My father, Captain George Bailey, had schooners built for him by H.M. Bean of Camden, the New England Shipbuilding Co.and Kelley, Spear & Co.of Bath, and many others, although his favorite was the three-master WILLIAM H. BAILEY, built for him by Carll in 1878.

"Father and others often related to me that when the ADELAIDE J. ALCOTT was new, she was the fastest schooner on the coast, especially with the wind free, which prompted him to have Carll build the WILLIAM H. BAILEY for him. The BAILEY truly was a beautiful vessel, very handy and very fast. The old Jersey captains (and there are a few left) claim the BAILEY, in her day, was one of the fastest vessels on the coast, if not the fastest, to windward, and that only the ALCOTT could outsail her with a free wind.

"The ALCOTT was finely modeled, quite flat and very shoal draft, and could fairly fly with her sheets lifted, while the BAILEY drew considerably more and had quite some dead rise."

*****

IRISH PENNANTS

MORE ON MATHERS— Mr.Albert G.Hallock sends us some notes concerning our story in the last number (pp.14-16). We omitted to list sloop ACTIVE, built by W.L.Jones in 1834. Captain Jones retired in 1845, having installed the marine railways in 1844. John T.Mather sold the shipyard in 1909 to the Radel Oyster Co., and it was the latter firm that resold it to the Shipping Board.

SILAS HAND IDENTIFIED— Mr Hallock also informs us that a leading Setauket genealogist confirms that Silas Hand (p.17) was Nehemiah Hand's brother. Captain Thomas W.Rowland was their half-brother; he was the designer and sailing-master of the slave-yacht WANDERER (LC, v.2, p.128).

GERMAN LIST— Dr.Jürgen Meyer reports:

p.107 KALLISTO rn FISHERMAN II (yacht); now MINORO of Los Angeles
p.107 STORMVOGEL II rn HEIMAT
p.108 ANNA (not ANA) rn O.D.AHLERS, later REINERSTIEG later TONI (1922)
p.108 PERU later FRITZ later STORSKOG
p.108 PHOS was a ship, not a bark
p.117 HAMBURG rn THOR; p.118 J.C.JULIUS rn SVARDSTAD; p.120 MELPOMENE rn TERCERA.

THE FRENCH SHIPPING SUBSIDIES

The French building lists in this and the two previous issues of LOG CHIPS make better sense when viewed in the light of the subsidy laws. As promised in July, we now give a brief resume of these laws.

Free trade in France was established by an act passed 19 May 1866, which repealed former laws penalizing cargoes not carried under the French flag or the flag of the country of origin. As an offsetting measure against the rather disastrous effect free trade had on French shipping, a subsidy law was enacted on 29 January 1881.

It provided both a building subsidy and an operating subsidy. The building subsidy, which was designed to offset the effect of the tariff on shipbuilding costs, amounted to Fr.60 per gross ton for iron or steel vessels, 40 for composites, 20 for wooden vessels over 200 tons, and 10 for wooden vessels under 200 tons. For steamers there was an additional premium of Fr 12 per 100 kg for the installed weight of main and auxiliary machinery, including boilers.

As compensation for the burdens assumed by the merchant marine in recruiting and service in the Navy, a subsidy was paid all vessels engaged in foreign trade. For each net register ton and each 1000 miles covered, based on the direct route between ports, a French-built vessel was paid Fr 1.50 in the first year after passage of the act. This amount was decreased by 7½c yearly for wood or composite vessels and by 5c for iron ships. Foreign-built ships received half the amount paid French-built ships.

It appears that the 1881 subsidy had little encouraging effect on the French merchant marine. Freight rates fell to new lows in the eighties as dozens of new cheaply-built steam tramps were launched on the Clyde and the North East Coast; meanwhile the French merchant marine declined to ninth rank among the nations of world, just above that of Greece. Only six large sailing vessels were built during the 10 years the law was in effect.

A new law was therefore enacted on 30 Jan.1893, with increased benefits. The building subsidies were set at Fr.65 for iron or steel vessels, 40 for wooden over 150 tons, and 30 under 150. Machinery, boilers, auxiliary machinery, and even mechanical ventilators, either in steamers or in sailing vessels, drew a subsidy of Fr.15 per 100 kg.

Like the previous one, the 1893 act expired in 10 years, but the operating subsidies under it were payable for a total of 10 years for any vessel built in France during the 10-year period, if a sailing vessel over 80 gross tons or a steamer over 100. Again figured on the basis of 1000 miles covered, but on gross tonnage, the bounty was set at Fr 1.70 for a sailing vessel, diminishing yearly by 8c for a wooden hull or 6c for iron/steel. Steamers were paid Fr 1.10, diminishing 6c or 4c yearly, respectively. Foreign-built ships which became French before 1 Jan.1893 received half these amounts.

The above subsidies applied to "long voyages", defined as beyond the limits of 30° and 72°N latitude and longitudes 15°W and 44°E of Paris. Vessels trading to foreign countries within these limits -- the "International coasting trade"-- received two-thirds of the stipulated amounts. Four percent of the subsidy was withheld for the support of marine hospitals.

As the lists on pp.35-36 show, French owners were slow at first to take advantage of this new law. Some established firms, notably A.D.Bordes, began to build up their fleets by 1896; but in 1897 freight rates began to rise, and by September 1897 a shipbuilding boom had been touched off. For the next five years every shipyard in the land was swamped with work. It is stated, although the documentation is not given, that in many cases these yards were really only assembly shops, putting together hulls that had actually been fabricated in Britain and shipped knocked-down across the Channel. If this is so, it anticipated by some 15 or 16 years a method of production that was introduced into America in World War I for the "fabricated" (or "prefabricated" as it now would be called) steamship.

Capital was attracted not only from French investors, but from shipping men in other countries as well. Thus a San Francisco ship-chandler named Leon Blum became heavily interested in the Societe des Voiliers Nazairiens, which built the LEON BLUM and HELENE BLUM; while the German shipowner R.C.Rickmers was a director of the Cie.Maritime Francaise. At his insistence, this firm built a series of full-riggers with a respectable sail plan, while most of the other firms were going in for lightly-sparred barks.

The net tonnage of sailing vessels under the French flag increased from 199,000 in 1896 to 468,000 in 1903, of which 397,000 tons was still on French registry in 1914.

Was all this of benefit to France in the long run? It appears that it certainly was. At the outbreak of World War I, there were some 112 big sailing vessels built on the bounty system still under the tricolor. Assuming each 2000-ton vessel sailed 30,000 miles per year, she would have earned an average of 84,000 francs per year or Fr 840,000 over the 10-year subsidy period. Add the building subsidy of Fr.130,000, and the cost per ship to the French taxpayer was Fr.970,000. Even if double this amount should be allowed for vessels lost or sold foreign before 1914, each of the 112 vessels on hand represented an outlay of about two million francs.

Neglecting the beneficial effect on the French economy of the foreign exchange earned by these vessels in their trading, consider only that in 1917, when the shipping shortage forced the French Government to initiate a program of building wooden auxiliary schooners in America, each schooner, with a deadweight capacity equal to that of a 2000-ton steel sailer, cost initially 3½ million francs, and the price went steadily upward before the total program of 50 schooners was completed.

Consider also that the cost of these American-built wooden vessels was ultimately shoved off on the American taxpayer through the mysterious workings of "war debts," and let us be thankful for the fact that the existence of the bounty-fed French square-riggers made it unnecessary to build 100 of the schooners.

When the 1893 law expired, it was replaced by an act effective 7 April 1902. The sailing ship buidling boom was effectively ended by a provision that the 1893 subsidies applied only to vessels begun before 1 May 1902 and completed by 30 Jan. 1903; while only 45,000 gross tons could be begun between 1 Jan. and 1 May 1903. Ceilings were placed on the number of eligible tons built each year, and on the total tonnage that could qualify for subsidy. More important, as far as sailing vessels were concerned, was the method of computing the mileage bounty. It was still Fr 1.70 per ton per 1000 miles for vessels under 600 tons, but above that size it was decreased 10 c per 100 tons, so that a 1000-ton vessel received only Fr 1.30; but what was worse, vessels larger than 1000 tons were paid only on the basis of 1000 tons.

As the list on pp.8-9 shows, this law effectively ended the building of large sailing vessels in France. (Listing CORNIL BART on p.8 as built in 1903 was an error; she belongs down with BONCHAMP in 1902.) But in encouraging the building ofsmaller vessels the law was a failure. Only one vessel, the 793-ton ANTOINETTE, was built to qualify under the 1903 provisions for sailing vessels. She was too small for voyages around the Capes and too big for the West India trade, and no other sailers of her size were attempted.

One other feature of the 1903 law appears to confirm the charge that under the 1893 law French vessels could sail round the world in ballast and still make money from the subsidies. The 1903 law contained a provision that the bounty was not payable unless a cargo at least 2/3 the gross tonnage was carried for at least 2/5 the distance sailed from departure from a French port until return to France.

So ended the greatest peacetime boom in shipbuilding since the clipper days of the fifties.

The lists on pp.35-36 have exhausted for the time being our available material on French sailing vessels. We plan to take up the earlier vessels at some future date.

THE CALIFORNIA HISTORICAL SOCIETY

Mrs. Rogers Parratt, managing director of the California Historical Society, 456 McAllister Street, San Francisco 2, quite rightly calls us to task for not visiting her nautical exhibits on our recent trip to San Francisco. The Society maintains a museum and gallery which is open to the public from 10 to 4 on weekdays and 9 to 12 on Saturdays. A library is open to members and recommended persons during the same hours.

The maritime material includes a number of logbooks and journals, notably from the O'HARE and BROOKLINE, otter-skin and hide traders on the coast of California in 1827-29; and the steamer PANAMA in 1849. Also there are the diaries of Chester Lyman, an early traveller to Hawaii and the West Coast.

Another important collection comprises the papers of Capt.Josiah N.Knowles, some time master of the clippers WILD WAVE and GLORY OF THE SEAS. In the GLORY he made a run from New York to San Francisco in 96 days in 1873-74, a time never since equalled, while in 1875 he made the passage from San Francisco to Sydney in 35 days, the all-time record. Wrecked on Oeno Island in the WILD WAVE in 1858, he sailed a small boat to Pitcairn and there built a schooner in which he safely reached Nukahiva.

STEEL SAILING VESSELS BUILT IN FRANCE (contd. from p.21)

1898

Ateliers et Chantiers de la Loire, Nantes

BOURBAKI	Bark 2297 S.A.des Voiliers Nantais, Nantes.	Scrapped 1927.
GENERAL DE BOISDEFFRE	Bk 2307 Guillon et Fleury, Nantes	Missing 1917
GENERAL DE CHARETTE	Bark 2297 Leon Guillon, Nantes.	Lost Sept.1900.
MAC MAHON	Bark 2237 Soc.des Voiliers Nantais, Nantes.	Scrapped 1928.
MARECHAL DAVOUT	Bark 2297 Guillon et Fleury, Nantes.	Sunk 1917 by WOLF.
MARECHAL LANNES (completed 1899)	Bark 2297 Guillon & Fleury, Nantes.	Missing 1899.

A. Dubigeon, Nantes-Chantenay

ANJOU	Bark 2069 R. Guillon, Nantes	Lost 4 Feb.1905.
BRETAGNE	Bark 2064 R. Guillon, Nantes	Abandoned off C.Horn Aug.1900
GRAND DUCHESSE OLGA	Bark 2064 S.A.des Armateurs Nantais, Nantes.	
MOSVOLD	1911 Pedersen & Mosvold, Farsund	
SAGITTA	1915 S.O.Stray, Kristiansand.	Submarined 1917.

Forges et Chantiers de la Mediterranee, Graville, Havre.

ERNEST SIEGFRIED	4m.Bk 3231 Brown & Corblet, Havre.	
SAINTE CATHERINE	1911 Soc.Nav.de l'Oceanie	
SEINE	1912 A.D.Bordes et fils, Dunkirk.	Scrapped 1923, Bilbao.

1897

Forges et Chantiers de la Mediterranee, La Seyne

ANTOINETTE	4m.Bk 3033 A.D.Bordes et fils, Dunkirk.	Lost 1918.
JACQUELINE	4m.Bk 3034 A.D.Bordes et fils, Dunkirk.	Submarined Sept.1917.

Ateliers et Chantiers de la Loire, Nantes.

ATLANTIQUE	4m.Bk 3094 A.D.Bordes et fils, Dunkirk.	Scrapped 1926.
JEAN BAPTISTE	Bark 1951 V.Vincent, Nantes.	
EIDSVOLD	1911 A.T.Simonsen, Oslo	
HOVDA	1915 Johs.Brun, Tønsberg	
STORENES	1916 S.O.Stray & Co., Kristiansand.	Submarined 1917.
LOIRE	4m.Bark 3094 A.D.Bordes et fils, Dunkirk.	Scrapped 1924.

A. Dubigeon, Nantes-Chantenay

ALICE	Bark 1511 Cie.Nat.d'Affretement, Havre.	
MARIE MADELEINE	1904 Brown & Corblet, Havre.	Dismasted 1913 off Montevideo.
MARIOTA	1913	
SYVSTJERNE	1917 Herman Jacobsen & Co., Sarpsborg.	
ALBERT HOEG	1918 J. J. Larsen, Odense.	Wrecked 13 Feb.1919

Forges et Chantiers de la Mediterranee, Havre

EMILIE RENOUF	4m.Bk 2924 Brown & Corblet, Havre.	Wrecked 6 Feb.1900
JACQUES	Bark 1941 G.Ehrenberg, Havre.	
STRIX	1915 L.S.Skuusgaard, Oslo.	Out of register, 1918.
MARGUERITE MOLINOS	Bark 2005 Soc.Voiliers Francais, Havre.	Scrapped 1928.

Laporte et cie, Grand Quevilly, Rouen

AMIRAL TROUDE	Bark 1949 R. Guillon & Co., Nantes.	Torpedoed Sept.1917.
ASIE	4m.Bk 2954 D'Orbigny, Faustin & Cie., La Rochelle.	Lost Dec.'19.
CAMBRONNE	Bark 1943 Soc.des Voiliers Nantais, Nantes.	Submarined 1917.
CANROBERT	Bark 1942 Soc.des Voiliers Nantais, Nantes.	
GLITRE	1907 O.Gotaas, Lysaker, Oslo.	Scrapped 1923.
DUNKERQUE	4m.Bk 3338 A.D.Bordes et fils, Dunkirk.	Scrapped 1924.
EUROPE	4m.Bk 2957 D'Orbigny, Faustin & Co., La Rochelle.	War loss '17.
GENERAL NEUMAYER	Bark 1939 N.Guillon, Nantes	Scrapped 1924.
QUEVILLY	4m.Bk 3482 H.Prentout-Leblond & E.Leroux, Rouen	
DEODATA (M/V)	1923 Chr.Hannevig, Oslo.	War loss Oct.1939

(Erratum--COLBERT (1894) on the next page was a 1608-ton bark, owned by Alexandre Viot, Nantes)

1896

Forges et Chantiers de la Mediterranee, La Seyne

PERSEVERANCE 4m.Bk 3006 A.D.Bordes et fils, Dunkirk. Submarined Sept.'17.
RHONE 4m.Bk 3017 A.D.Bordes et fils, Dunkirk. Scrapped 1926.
WULFRAN PUGET 4m.Bk 2990 A.D.Bordes et fils, Dunkirk. Scrapped 1926.

Ateliers et Chantiers de la Loire, Nantes

CAROLINE 4m.Bk 3011 A.D.Bordes et fils, Dunkirk. Lost Sept.1901.
MADELEINE 4m.Bk 3026 A.D.Bordes et fils, Dunkirk. Lost June 1911.
MONTMORENCY 4m.Bk 3011 A.D.Bordes et fils, Dunkirk. Scrapped 1926.

A.Dubigeon, Nantes

BELEM Bark 546 Denis Crouan fils, Nantes.
FANTOME 1914 Duke of Westminster (yacht) Still afloat.

Forges et Chantiers de la Mediterranee, Graville, Havre.

PRESIDENT FELIX FAURE 4m.Bk 2860 Cie.Havraise du Nav., Havre. Wrecked 1908.

Laporte et cie, Rouen.

REINE BLANCHE Bark 1946 Guillon et Fleury, Nantes. Scrapped 1923, Spain.

1895

Laporte et Cie, Rouen

GENERAL MELLINET Bark 1943 Soc.des Voiliers Nantais, Nantes.
GUNVOR 1906 G.C.Brøvig, Farsund. Lost 25 Apr.1912
LAMORICIERE Bark 1931 Soc.des Voiliers Nantais, Nantes. Missing 1904.
LOUIS PASTEUR Bark 1931 Guillon & Fleury, Nantes. Scrapped after W.War I.

1894

COLBERT Ateliers et Chantiers de la Loire, St.Nazaire
KETTY 1905 G.C.Brøvig, Farsund
DANAE 1916
SIRIUS 1916 Torpedoed 1917

A. Dubigeon, Nantes

JULES VERNE Bark 1620 Guillon & Fleury, Nantes
FRANCIS HAGERUP 1903 O.J.Olsen, Tønsberg
CONSUL N. NIELSEN 1916 Aage Nielsen, Nyæjöbing, Denmark
DUGUESCLIN Bark 1544 L.Bureau et fils, Nantes.
LYSGLIMT 1905 Herman Jacobsen, Sarpsborg
SEMEDAL 1915 S.O.Sorey, Kristiansand. Scrapped 1927.

Anciens Etablissments Cail, St.Denis

GENEVIEVE Bark 1101 Cie.Nationale d'Armament, Havre
ERLING 1903 Aas & Cappelen, Fredrikstad. Scrapped about 1925.

1893

Cie. General Transatlantique, St.Nazaire

ALICE ISABELLE Bark 612 P.Lesourd et fils, Sables d'Olonne (Tanker)
DIESELEA 1909 Valle Oilizafinaderi, Norway
ASTRID 1918 C.From Holm, Copenhagen. Scrapped 1923

A. Dubigeon, Nantes

CLAIRE MENIER Bark 481 Denis Crouan fils, Nantes. Lost 1903 Brazil coast.
DENIS CROUAN Bark 421 Denis Crouan fils, Nantes.
DISA 1908 H.J.Stangbye, Oslo. Converted to auxiliary, 1918
STAVSTEIN 1924
TILLE 1924 Schench & Orth, Hamburg. Foundered off Peru coast 1938.
LOMBARD Bark 452 Deville, Nantes. 1897 lost at entrance to Cette.

Forges et Chantiers de la Mediterranee, Greville, Havre

ASIE Bark 879 H.Auger, aine, Havre. Lost with all hands 1902.
(originally 831 tons; lengthened 1895)

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THE PENDLETONS OF ISLESBORO

Lying in the upper part of Penobscot Bay is an irregular, elongated morsel of land which was long ago given the unimaginative name of Long Island and was incorporated in 1789 as Islesboro. It is now a summer resort of some magnitude, but to us the most memorable item concerning Islesboro is that it bred a family of shipmasters and shipowners named Pendleton, including some of the most colorful characters that ever chartered a vessel.

Pendleton seems to be the most common name on Long Island, as although the first settler there was Shubael Williams from Stonington, Conn., John Pendleton Farrow's "History of Islesborough, Maine" (Bangor, 1893) records that three Pendletons moved there from Westerly, R.I., before 1800; these three apparently were not closely related.

The Westerly Pendleton of concern to this narrative was born in 1719 and named Thomas. He went to sea and became a Greenland whaling captain; he married Dorcas Dodge of Block Island in 1741. On one of his voyages he touched at Castine, likedthe Penobscot Bay country, and determined to settle there. In 1753 he sold his Westerly estate for £1130, and in 1766 he took up 900 acres on Long Island. His whole family soon followed and settled there with him.

Of Thomas Pendleton's 10 children, the third was born in 1745 and named Samuel. In 1766 he married Bathsheba Dodge of Block Island, and then settled on his father's land at Pendleton Cove, building a house there in 1772. Of his 11 children, the eldest, Dorcas, born 2 Dec. 1767, is said to have been the first white child born on Long Island, and the 7th (third son), born in 1784, was named Mark.

What there was about Block Island girls, we have not yet found out, but in 1806 Mark Pendleton married Lydia Ball of Block Island. They had 12 children, of whom the third, Mark Jr. (1811-1888) married Eliza J., daughter of Fields Coombs. Young Mark followed the sea and had 8 children. Two died young, one married Lester A. Lewis of Brooklyn, the four older sons all became shipmasters, and the youngest son became a newspaper publisher.

The record of Mark Pendleton's seafaring has not been preserved, except that he appears to have been principal (if not sole) owner of the 89-ton schooner CONVERT, built at Islesboro in 1842. Only a couple of vessels were later built at Islesboro, and the Pendletons thereafter had their vessels built on the mainland, at Bangor or Belfast.

Of Mark Pendleton's children, Richard P. was born in 1839. In 1882 he was master of the schooner WM. FLINT, and from 1883 to 1885 he had the LESTER A. LEWIS. He seems to have owned a smaller interest than his brothers in most of the family schooners, and we have no other information on him.

Fields C. Pendleton was born in March 1842. His first wife was Lucinda Seely, but she died childless only two years after their marriage in 1863, and he married Mrs. Sabrina P. Brown in 1866. They had 8 children, 6 of whom were girls; the other two were Fields Seely (1870-1923) and Edwin S. (1877-?). In 1877, Captain Fields C. Pendleton took command of the new schooner LESTER A. LEWIS, leaving her in 1882 for the F.C.PENDLETON, and taking the ELIZA J.PENDLETON in 1891, in which he owned the largest share, 13/64.

Guilford D. Pendleton (1845-1927) married Mrs. Orissa P. Durgin in 1869; they had a son, Richard Dudley, and three daughters. Captain Guilford had the WM. FLINT from 1878 to 1881, the WILLIE L.NEWTON from 1881 to 1885, and the ANNA PENDLETON in 1890. He died at his winter home in Brooklyn and was buried at Islesboro.

The next Pendleton child was Winfield S. (1847-1911). Like his older brothers, he was bred to the sea, shipping at 14 as cook on a coaster and attaining command at 19.

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THOBER LIST, SHIPS, BARKS, and BARKENTINES BUILT IN THE UNITED STATES, 1878.....48

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In 1871 he married Lucy A.Philbrook (1853-1906), and they had 7 children. Captain Winfield took command of the new schooner STELLA M. KENYON in 1880 and of the MARY L. CROSBY in 1889, though he is stated to have retired from the sea at 40. He seems to have been in the shipbrokerage business with his brothers in Brooklyn, N.Y., for a few years, and then to have returned to Islesboro. This must have been in 1888, as he served for 23 years as a selectman in his native town. At Islesboro he conducted a wood, coal, and lumber business and ran two general stores. He was elected to the Maine legislature in 1880 and in 1905, and to the State Senate in 1910.

The next child of Mark and Eliza Pendleton was Lavinia Eliza (1850-1915), who married Lester A. Lewis, of whom more presently. They had one son, and it is from their grand-daughter Elizabeth, now Mrs. Paul Boulon of Newport News, Va., that we have derived most of the information in this story.

The youngest of the eight was Mark Pierce Pendleton (1860-1897). Instead of following the sea like his older brothers, he entered the office of the Belfast "Age", and eventually bought the paper. Like his father, he was a Democrat, and during Cheveland's first term, he was postmaster at Islesboro. In 1889 he was elected to the Maine legislature; during Cleveland's second term he served as consul at Pictou, N.S. The bleak climate proving too much for his health, he moved for a time to Colorado, dying at his sister's home in Brooklyn on his way back to Maine.

The first vessel that we have identified as owned in by this generation of Pendletons was the schooner HANNIBAL, 143 tons, which was built in the Crosby yard at Bangor in 1856 and rebuilt there in 1871 with Winfield S. Pendleton as master. In 1874 the 198-ton two-master MARK PENDLETON was built by the Crosbys, and in 1877 they completed the 249-ton three-master LESTER A. LEWIS. This vessel represented the initial venture into shipowning by the husband of Lavinia Pendleton Lewis, and it is thanks to a ledger carefully kept by him of the financial details of all his business activities that we know something of the fortunes of the Pendletons for the next 15 or 20 years.

Lester A. Lewis (1845-1928) was born at Exeter, N.Y., the son of Nathaniel and Cornelia Greene Lewis. It is stated that his father was an officer on the vessel that discovered Palmer Land (now called the Palmer Peninsula) in the Antarctic in 1820, but we have been unable to verify this. At any rate, it appears that Nathaniel Lewis was a prosperous dairy farmer near Schuyler Lake, N.Y. One of his daughters married Albro J.Newton, a partner in Kenyon & Newton, lumber dealers and planing mill operators of Brooklyn, and on 1 Oct. 1866 Lester A.Lewis went to work for Kenyon & Lewis.

From the careful accounts that he kept of his personal finances, one might judge that Lewis' early work with the firm was concerned with bookkeeping. From 1867 to 1874 the firm was Kenyon, Newton & Scoville, but the former name was restored in 1874. In 1897 it was reorganized as Albro J.Newton & Co., with Lewis as a partner, and in 1915, when he retired to live with his son in Florida, he was vice-president.

There is evidence of close association between the Lewises and the Pendletons soon after the marriage of Lester and Lavinia in 1875. Captain Winfield Pendleton's second son, born that year, was named Lewis N., for example, and he named another son Lester A. And so it is not surprising that when the next Pendleton schooner was building in 1877 Lester A.Lewis put up $1008.75 for a 1/16 interest, and in turn the vessel was named for him. Built in the Crosby yard at Bangor, the LEWIS grossed 249 tons, was reckoned at 323 tons, carpenters' measurement, and carried 435 tons, deadweight. Her total cost of $16,140 is almost exactly $50 a ton, carp.meas. Beside the Lewis 1/16 the Pendletons, father and sons, owned a total of 5/16, the Crosby family held 7/16, F.H.Smith of New York City held 1/8, and Emma J.Chesley of Winn, Me., held the last sixteenth.

Lester Lewis' initial venture into shipowning started off as a highly successful investment. For her first five years of trading, the LESTER A.LEWIS, which was fortunate in catching the early years of the booming business in shipping Kennebec ice to New York City, paid dividends of 17% to 21%, which, with a 12% dividend in 1883, more than returned her initial cost. For the next 5 years, however, the returns were between 5% and 9%. On 17 March 1889 she was run down off Scotland Light by a Savannah steamer, which carried away her entire port quarter, and the Captain, Amasa Hatch, was carried away in the wreckage and lost. The schooner was gotten into New York and discharged, and then was towed to

Belfast, Me., for repairs. She went to sea again in July 1889, but had barely earned back the cost of her repairs when she had the misfortune to get ashore in Hampton Roads. Incidentally, throughout the accounts it appears that no insurance was ever carried on the Pendleton fleet. Finally, in 1891 the LEWIS paid a 16% dividend. (Perhaps this sum reflects recovery of damages against the Savannah steamer, although there is nothing in the accounts to indicate this.) Her earnings in the next three years were 5%, 8%, and 6%, and by the end of 1894, Lewis' original $1008.75 had repaid him $1854.26.

For the next four years, there are no returns from the LESTER A.LEWIS, and her account closes with a description of her loss in the great storm of 26 and 27 December 1898. She succeeded in making Provincetown harbor, dropped anchor, and furled sails. "But the storm continued in its fury, driving vessel ashore, and the Capt. Nelson Kimball with five other seamen perished in the rigging. Vessel went to pieces." Colcord noted that the five other hands were all master mariners from schooners laid up at Islesboro. There was in those days, of course, no thought of responsibility on the part of the owners toward the dependents of the men lost, and an additional item of $25, apparently representing salvage from the wreck and any profit from her last four years, closed the books of the LESTER A.LEWIS.

The next Pendleton venture into shipowning was an extremely profitable one. They bought an ancient two-master, the WILLIAM FLINT of 250 tons, originally built at Waldoboro in 1863, paying $400 for her from C.H.Bradford & Co. The Crosby Bros. rebuilt her at Bangor in the autumn of 1878 for $4560, each of the three brothers taking 1/8 interest. Lester Lewis' 1/16th thus cost him $310, while Mark Pendleton owned 9/32, three of his sons 31/128, Capt. Chas H.Dodge of Islesboro 1/128, and J.P. Wiggin of Scarboro, Me., had the odd 32d. A nearly new schooner carrying 430 tons was a bargain at this price in 1879, and the WILLIAM FLINT paid 43% in her first year, in spite of being caught in a severe gale off Barnegat in March and April 1879, while bound from Charleston to New York with a cargo of yellow pine, losing her foresail and sustaining other damage. The next year she returned 54%, and in 1881 paid 39%, after having been given up for lost between New York and Charleston, finally arriving 36 days out, with most of her sails gone.

(to be continued)

THE CROSBYS OF BANGOR

We mentioned in the previous story that several Pendleton vessels were built in the Crosby shipyard at Bangor, Me. A California LOG CHIPS reader, C.F.H.Menges, sent us a comprehensive list of Crosby vessels since 1841, compiled by Professor Alpheus Crosby Lyon of Bangor, and this is an appropriate place in which to print it, together with some additions by R.B.Applebee.

The Crosby yard was located at the south end of Bangor, near the Hampden town line, where the Maine Central now crosses U.S.1 on a "tin bridge." The land was first occupied by Major Timothy Crosby, passing to his son, also Timothy, and then to George, John H., and Benjamin S. Crosby, his sons, who composed the firm of Crosby Brothers.

Major Timothy Crosby, a veteran of the War of 1812, was the son of Simon Crosby, a shipwright and pioneer settler of Bangor, having been one of 8 men who came there in 1769. General John Crosby, a brother of Major Timothy, moved to Hampden and built some ships there, but was primarily a grain merchant. His son John went out to Minneapolis and with a man from Oldtown, Me., formed what is now the Washburn-Crosby Milling Co.

Major Timothy was a shipwright and spar-maker, but there is no record of any new construction by him, as he died in 1825, and the first new vessel from the Crosby yard is not recorded until 1832. Here is the list:

1832	Sch	NEW ENGLAND	133 tons
1834	Sch	GEORGE	131
1834	Sch	CORDELIA	119
1835	Sch	APPHIA	119
1840	Sch	ELIZABETH LELAND	153
1841	Sch	TYRE	115
1842	Brig	ORCHILLA	180
1845	Brig	SARAH	196
1846	Sch	OTTOMAN	141
1847	Sch	HENRY CROSBY	110
1847	Brig	SHAKESPEARE	186
1847	Bark	TIVOLA	194
1848	Brig	EDINBURGH	179
1850	Brig	TIMOTHY CROSBY	170
1851	Sch	CONNECTICUT	125
1851	Brig	KATE FOSTER	199
1852	Sch	OCEAN WAVE	147
1853	Brig	PENOBSCOT	225
1854	Brig	LUCY HAYWOOD	199
1855	Brig	FANNIE BUTLER	239
1855	Brig	SEA FOAM	183
1855	Brig	DAZZLE	189
1855	Sch	J. HATHORN	185
1856	Brig	MARY STEWART	283
1856	Sch	HANNIBAL	175
1857	Brig	ANNA WELLINGTON	296

	LOG CHIPS		tons
1861 Bark	AMANDA	old	598
1863 Bark	JAMES E. BRETT	new	532
1864 Sch	ELLA HODSDON		197
1864 Sch	ELLEN PERKINS		172
1864 Brig	FIDELIA		331
1864 Brig	HATTIE		345
1865 Ship	S.D.THURSTON		1219
1866 Brig	NIMWAUKEE		347
1866 Brig	RABBONI		242
1867 Brig	HARRY STEWART		299
1867 Sch	KENDUSKEAG		148
1867 Sch	ANNA LELAND		139
1869 Sch	EMMA GREEN		190
1869 Sch	PENOBSCOT		157
1874 Sch	MARK PENDLETON		194
1875 Brig	HARRY SMITH		520
1875 Brig	CORA GREEN		247
1877 Brig	HAVILAH		533
1877 Tern	LESTER A. LEWIS		250
1881 Tern	WILLIE A. NEWTON		386
1882 Tern	F. C. PENDLETON		409
1883 Tern	MAUD SNARE		279
1883 Brig	TELOS		391

Probably most of the brigs in the above list were actually half-brigs. We left out of her proper order the 123-ton schooner MARS HILL, built in 1841.

A 213-ton (old) schooner built in 1864, the MOSES PATTEN, has also been credited to the Crosbys, but according to Colcord she was built in the Dunning yard at Brewer, and her first document confirms Brewer as her building place. John L.Crosby and S.D.Thurston, copartners, owned ½; Thurston & Crosby are listed as builders of the JAMES E.BRETT and ELLEN PERKINS, at this same period; but in the case of the MOSES PATTEN they seem to have invested in a vessel not built in the Crosby yard.

After the Crosby brothers gave up building in their own yard, they continued to invest in Pendleton schooners built in other yards, at least until 1891. The shipyard site was sold about 1903 and eventually was acquired by the Standard Oil Co., which has built a pier and oil tanks on the site.

In addition to the new work listed above, the Crosbys did some rebuilding. Their HANNIBAL of 1856 was rebuilt in 1871, to be commanded by Capt.Winfield S. Pendleton, and the rebuilding of the WILLIAM FLINT in 1878 has already been noted. Their OTTOMAN of 1846 was rebuilt in 1870 as the GEORGE SAVAGE, but whether by them at Bangor or at Brewer is not clear.

Dr. Lyon has half-models of the AMANDA and FIDELIA, modelled by John H.Crosby.

SAILING SHIP NEWS

ATLANTIC, aux.3m.sch.yct (built as MOBY DICK at Wilmington, Del., 1923) has been acquired by the Texas A.& M.Foundation as a research vessel; will be moved from her lay-up berth at Milwaukee down the Mississippi to the Gulf.

C.A.THAYER, 3m.sch. For sale in Puget Sound for $20,000, including sails.

CHARLES R.WILSON, 3m.sch. For sale for $5000, without sails or complete outfit.

CUTTY SARK, Br.ship. An organization has been formed to raise funds to preserve her in a dry berth at Greenwich. Send contributions to Cutty Sark Preservation Society, Palmerston House, 51 Bishopsgate, London EC 2.

MADALAN, Port.aux.bgn. 6 Dec.arr St.Vincent, CVI, 21 days from Providence, R.I.

PACIFIC QUEEN, ship. Frank G.Kissinger, her owner, died aboard her at Sausalito, 22 Nov., aged 52. He was a native of Dallas, Tex., and a former carnival stunt-man.

PRINS VALDEMAR, 4m.bktn. Has been scrapped at Miami after long service there as an aquarium, on dry land.

SALTESEA, Long Island Sound oyster boat. Was built at Poughkeepsie, N.Y., in 1822 as the sloop JAMES MORGAN; converted to a paddle-tug at New Haven, Conn., about 1880; now a motor vessel. Oldest vessel in American merchant marine. Raymond Gladding, owner, left Bristol R.I.with his wife and 7 children in her for Florida in November.

TRADE WIND, aux.4m.sch. Built 1919 at Victoria, B.C., as VANCOUVER; sold to Japanese owners in June 1941. The Hartford (Conn.) "Courant" reported last July 6th that she was the SEIKI MARU, torpedoed by the USS S-41 on 28 May 1943 in 50 N, 155 E.

WAWONA, 3m.sch. R.E.Pedersen still hopes to get her to sea in 1953.

(With thanks to Harold Huycke, Ed Collins, Bob Goddard, Giles Tod, W.J.Gilman, Alec Brown, and Gordon Jones for items.)

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IRISH PENNANTS

CORRECTION TO THOBER LIST--On page 22, delete the bark ALICE. We added this name to Mr.Thober's copy; turns out to be a garbled report of the launching of ILLIE, with the tonnage of the 1874 ALICE grafted onto it. ✓

ADDITION TO BEAN LIST--On page 135, vol.2, add the 3m.sch JOSEPH HILTON, 438 tons, built in 1883 and lost that winter. ✓

MORE ON ALEXANDRIA STORY— Capt.Harold G. Foss of Cambridge, Mass., has pointed out that we forgot to give the name of the last schooner built at Alexandria (p.28). This vessel was the HENRY S. CULVER.

Regarding the ROBERT PORTNER, Capt.Foss writes that she was lost in the Indian Ocean in 1877 with a cargo of rice from India for England. This is believed to be the only voyage of that nature ever undertaken by an American schooner. Captain David Strange of Marshfield (a suburb of Boston, Mass.) and his crew had quite a trying experience getting home after their schooner was wrecked.

Capt.Charles Strange, his brother, was master of the HENRY A.PAUL, a vessel of about the same size as the PORTNER, both being considered good sized schooners for those days. The PAUL was wrecked on Tristan d'Acunha, bound for Cape Town, and both brothers arrived home just about the same time after losing their vessels.

MORE ON CARLLS— Add to the list on p.32 the following:

1872	2m.Sch	W. H. VAN NAME	97
1883	3m.Sch	ANNA B.HUTCHESON	251
1883	3m.Sch	MOLLIE J.SAUNDERS	559

For the first-named we are indebted to M.V.Brewington, who writes that she ended on Chesapeake Bay, along with BLACK BIRD ex DAVID CARLL of 1876. Her plans are in "Forest & Stream" in the '80's (though we have not located the number yet) and her model is in a packing house at Cambridge.

Dr. A.L.Van Name Jr.of Urbanna, Va., sends us a snapshot of the D. CARLL under sail (and a beautiful vessel she was) and writes the other was always known as the WILLIAM H.VAN NAME. She was lost in her prime, shortly after 1900, by ripping her bottom out on an unmarked sunken barge on the Horse Shoe while running back into Hampton Roads in a snow storm. She was dynamited on the spot, and her captain, Al Simmons, wept when he set off the charge.

She was built for Van Name Bros. of Staten Island, a large oystering house with retail shop in Manhattan, their own boats, packing house, and grounds. They were pioneers in the York River oyster business. The W.H.VAN NAME was considered a smaller sister of the DAVID CARLL, but was faster except in very strong winds; in fact, she was reputed the fastest boat that worked for a living out of New York Harbor. The BLACK BIRD's registry was abandoned in 1928, when she was beached after being worn out in service.

HILLS' LIST CLARIFIED— On p.114 of v.2, in reviewing "Shipshape and Bristol Fashion," we questioned whether SITA (no.13) was actually a different vessel from GLADYS (no. 12). Mr.John C.S.Hill has written us that the information as originally published in LOG CHIPS was correct, and that the first GLADYS was sold after launching but before being documented, and renamed SITA. "Lloyd's Register" for 1899 contains listings under both names, with no cross-reference.

Mr.Hill writes further that GAYTON, PHYLLIS, and GLADYS (I) were built from one plan, and NELLIE TROOP, PENRHYN CASTLE, GLADYS (II) POWYS CASTLE, and FAVELL to another.

BRIGHT NOT BALDHEADED— Captain J.S.McCullough writes concerning our suggestion that the sail plan of a five-masted baldheader in Underhill's "Deep-Water Sail" belongs to BRIGHT (p.18) that he sailed in company with the BRIGHT on the East Coast in the early '20's and that she then had topmasts. We will pursue the matter further as the occasion permits. ---

SEATTLE HAS A MARITIME MUSEUM— The Puget Sound Marine Historical Society opened its display room on 29 November at 81 Columbia St., Seattle, on the premises of the "Marine Digest." It will be open to the public from 1 to 4 PM, Monday through Friday. The first exhibit has 150 items connected with the Pacific Northwest.

DEATH OF A SHIPBUILDER— Frank L.Fulton, 61, died in San Francisco late in 1952. He was a native of Port Orchard, Wash., and began his shipbuilding career in association with his uncle, Charles E.Fulton, in Los Angeles Harbor in 1918. In 1924 he established his own yard at Antioch, Calif., building tugs and fishing craft. During World War II he turned out 25 tugs, minesweeps, and coastal transports for the U.S.Navy. We met him in 1947 in connection with the conversion of a former Navy minesweeper into the USF&WLS vessel T.N.GILL. At the time of his death, his Antioch yard was again engaged on new construction for the Navy.

LIST OF SHIP PHOTOS— We have received "List No.1" from Ship Prints, 656 Tyler Street, Oakland 3, Calif., listing several hundred prints for sale, mostly of Western vessels.

EARLY VIRGINIA STEAMBOATS— Two volumes of offset reproductions of typescript copies of contemporary newspaper stories on the first steamers in Norfolk Harbor and North Carolina waters are available from J.E.Emmerson, PO Box 112, Portsmouth, Va.; $3 each or $5 for the two, paper bound.

BOOK REVIEWS

MARCH, Edgar J., "Sailing Drifters," xvi, 382 pp.; 191 ill.; 76 figs., 28 plans; glossary; index. Percival Marshall & Co., London, 1952. Price 63s ($8.85).

This is the story of the herring luggers of England, Scotland, and the Isle of Man. A drifter is a vessel that fishes for pelagic fish such as herring, mackerel, whiting, or pilchard, by lying to a long string of gill-nets that are shot chiefly at night, when the fish are near the surface. In these vessels the three-masted square rig of the old Dutch busses was modified first into a three-masted lug rig, and later into a two-masted rig, either lug or ketch.

It was on the East Coast of England, notably out of Yarmouth and Lowestoft, that the ketch rig was chiefly used. It was copied in Holland (where the craft are still called "loggers") and in France, some of the French vessels being built in Lowestoft. The other coasts clung to the lug rig, in the Cornish drivers, Manx nickeys and nobbies, and Scots fifies and zulus, until steam and motor drifters replaced the sailing craft.

In compiling this work, the author has relied extensively on the memories of men who could give information from first-hand experience, and the result is a picture of drifter fishing as a way of life, as well as a detailed survey that goes far beyond anything that previously has been written on the various vessels. The graphic material in the book is especially noteworthy, being a combination of pen drawings of minutiae of rigging, deck fittings, and hull construction; a series of splendid photographs of craft under all imaginable circumstances; and a remarkable range of plans, both "take-offs" and a few rare builders' plans and plans from the Washington report of 1849.

The statutory requirement that fishing craft of Northern Europe be plainly marked with letters and numbers indicating the hailing port and the individual vessel makes it possible to identify most of the boats shown in the photographs, and their value as evidence is thereby greatly enhanced.

A few of the plans, as we have remarked before concerning books from this press, partly disappear into the binding, and the author's use of commas between sentences could have been better edited. We are eagerly awaiting his "Sailing Trawlers," however, which is promised for the near future. "Sailing Drifters" is obviously destined to become the standard work on the vessels types it covers, and it will serve as a constant source of inspiration for the modeller or painter who is seeking to uncover fresh subjects.

"THE LYTLE LIST. Merchant Steam Vessels of the United States, 1807-1868;" compiled by William M. Lytle from official merchant marine documents of the United States and other sources; edited with an introduction by Forrest R. Holdcamper; xiv, 294 pp. Publication no.6, Steamship Historical Society of America, Mystic, Conn., 1952. Limited edition, 1000 numbered copies. Price $5.00.

W.M.Lytle (1859-1944) joined the Treasury Department in 1881 as a clerk, transferred to the new Bureau of Navigation in 1884, and rose to be its Deputy Commissioner in 1927. In 1899 he published an account of early iron shipbuilding in the U.S., and in 1931 a list of steam vessels built in the United States from 1807 to 1856. From the time of his retirement in 1932 until his death, he devoted himself to playing golf and in revising and extending his list.

The importance of Mr. Lytle's work was realized by two members of the National Archives staff, where he kept his notes, Forrest Holdcamper and John Nolen. (These same two are responsible for much of the official data used in LOG CHIPS.) Together with C.Bradford Mitchell of the Steamship Historical Society, and on their own time, they checked, revised, and expanded Mr. Lytle's material and put it in shape for publication.

As now issued, the list is divided into four parts. Part A is an alphabetical list of every steam vessel documented in the United States from 1807 through 1868, giving type of propulsion (screw, stern-wheel, side-wheel), official number (after 1866), tonnage, place and year built, and the year in which documentation ceased as an American steam vessel. Footnotes cover changes of name, status as government vessel, and conversions to sail.

Part B is a tabulation of losses of steam vessels built from 1807 to 1867, arranged by year of building; Part C lists sailing vessels converted to steam in the same period; and Part D lists some 400 vessels mentioned in contemporary accounts but for which no documentation has been found.

In all, about 10,000 vessels are covered, the earliest being Fulton's NORTH RIVER STEAMBOAT of 1807, which apparently was never documented as CLERMONT, the name by which she is generally known today. The reproduction of the list is a handsome example of the art of photolithography from varityped copy.

We have one small comment concerning the material presented, and we hope a possible revised edition will clarify the matter. It is stated that the tonnage given is wherever possible that used on the earliest document. However, the system of measuring tonnage of steam vessels was changed radically in 1864 and again in 1865, and for vessels built in those years it should have been clearly indicated to which system the tonnage figure given corresponded.

Considering that the Lytle List is based almost wholly on official government records, it is a sad commentary that it had to be compiled by a group of much-maligned "government clerks" on their own time, and that its publication, representing in bulk about a week's accumulation of the doggerel and "extended remarks" that clutter the "Congressional Record" (and in a considerably smaller edition), had to be undertaken by a small and financially hard-pressed society.

NOEL, John V., Jr., "Naval Terms Dictionary," viii, 247 pp. D. van Nostrand Co., New York City, 1952. Price $4.50.

The title of this work should have been "Dictionary of United States Naval Terms," as the author, who is currently serving as executive officer of the Department of Seamanship and Navigation at the U.S. Naval Academy, has paid no attention to usages of the navies of other English-speaking lands. Thus he tells us that "rating" is not a proper synonym for enlisted man.

Commander Noel has presented his terms with commendable brevity, perhaps going too far in a few cases, and his material is up to date. He lists, for example, GMT instead of GCT (a change effective this month) and mentions the Uniform Code of Military Justice. Obsolete material, even if current in World War II, has been dropped; he has the new ALFA, BRAVO, COCA alphabet, and the current ABLE, BAKER, CHARLIE, but not the older AFIRM, BAKER, CAST, in good standing 10 years ago.

Eschewing sources, he nevertheless tells us that all definitions are based on official publications. It is somewhat surprising, therefore, to learn that official definitions exist for such terms as meathead, sack, hot rock, and feather merchant; these doubtless reflect the existence of that informal but still official monthly, "All Hands."

Sometimes the choice of terms to be included seems a little capricious; thus, seiche, seamount, swell, and cusp are listed, but not tsunami, guyot, sea, and tombolo. In the field of ordnance, the covering is especially sketchy, and we could not find AP, SAP, STS, cartridge case, primer, propellant, red end, or shrapnel. In the field of hydrography, the tide tables and current tables are stated to be published by the Hydrographic Office instead of the Coast & Geodetic Survey; Hydro is no longer part of the Navy Department; and the Light List and List of Lights are the same thing, with the Coast Guard having responsibility for the volumes covering the U.S. and Hydro for the rest of the world.

It is not mentioned that "shift colors" involves the jack as well as the ensign; separate definitions are given for "soogey moogey" and "suegee," which a little more careful editing would have revealed are the same thing; and what is listed as "Coriolis" should be called "Coriolis force."

"In a seaway" means subject to the rise and fall of wave action, not merely at sea; an ice anchor is not the same as a deadman; and if a "pier head jump" actually means an immediate departure from a ship, it has reversed its meaning from the sailing ship days, and from the current meaning in Her Majesty's Navy.

Commander Noel's book will be useful to those studying the U.S. Navy during the period of the Korean War; but there is still needed a dictionary of American Naval language in World War II.

KERR, George F., "Business in Great Waters, the War History of the P. & O. 1939-1945," 196 pp.; index; 14 pl. incl. 2 in color and one folding panorama. Faber & Faber, Ltd., London, 1951. Price 12s 6d.

In 1937 a centennial history of the Peninsular & Oriental Steam Navigation Co. was published by 'Boyd Cable.' "Business in Great Waters" continues the story through World War II and also tells briefly of the postwar reconstruction of the Company's fleet, which by January 1951 was nearly at prewar strength.

A dozen P.& O. passenger liners were

commissioned as armed merchant cruisers at the outbreak of the war, a service for which, the author tells us, they were not suited, considering the force of their adversaries; they would have been of more use as troop transports. The RAWALPINDI is the best-remembered of these, for her hopeless action in November 1939 against the SCHARNHORST and GNEISENAU.

All but two of the 11 P.& O. cargo ships were war losses, and 8 of the 21 passenger liners, four in the North African invasion. The book gives a Roll of Honour of P.&.O. men lost in the war; a list of those earning honors and decorations; and complete lists of the prewar and postwar fleets, with details of the war losses.

CARVEL, John L., "Stephen of Linthouse; a Record of Two Hundred Years of Shipbuilding 1750-1950," 211 pp., index; 18 color and 36 b.& w.ill. Alexander Stephen & Sons, Ltd., Linthouse, Glasgow, c.1951. Price, 20 shillings.

A history of the Stephen firm was published in 1932, under the title "A Shipbuilding History, 1750-1932," but, the stock being nearly exhausted and the firm having reached the two-century mark, an entirely new version was commissioned of Mr. Carvel.

The first shipbuilding Stephen was named Alexander, a farmer's son from the Moray Firth, who commenced building at Burghead in 1750 at the age of 28. As apprentice, he took his nephew William (1759-1838), who after 10 years at Burghead was associated for a time at Footdee, Aberdeen, with James Cochar, father-in-law of the noted Alexander Hall, and in 1793 began building on his own account at Footdee.

William Stephen's second son, Alexander, joined him at Aberdeen, but his eldest son, also William, started a yard at Arbroath and failed in 1827, taking down his father with him. The family business was reorganized as Alexander Stephen & Sons in 1828. The Aberdeen yard was given up in 1830, and in 1843 one was established at Dundee, when construction of a new rail line forced closing of the Arbroath yard.

The firm also operated vessels to carry their timber, but a great step forward was taken in 1850, when a site was leased at Kelvinhaugh, Glasgow, and iron shipbuilding was begun. Alexander returned to Dundee in 1858 to run the yard there with his son William, and to engage in shipowning and whaling. The first departure from wood shipbuilding in the Dundee yard was in 1866, when a composite bark, CORONA, was built; in 1867 the yard was destroyed by fire, along with two nearly complete vessels, but it was rebuilt. Alexander died in 1875 at 80, and his son William in 1893, following which the yard was sold to the Dundee Shipbuilders Co., which carried it on till 1906.

Meanwhile, Alexander's sons, James and Alexander, took over the Kelvinhaugh yard; James left the firm in 1859, and his brother John later became a partner. In 1868 a new site at Linthouse was acquired, since the Kelvinhaugh lease was expiring, and in the new yard the manufacture of engines and boilers was also undertaken. Alexander the younger was the principal owner until his retirement in 1894. The firm was incorporated in 1900, after his death, and became a public company in 1946; three of the present six directors are his grandsons.

The book contains a list of all vessels built in the various Stephen yards since 1825. Comparison with the lists in volumes 1 and 2 of LOG CHIPS reveals only one discrepancy, a bark DIANA stated to have been built in 1891 of wood. Checking, however, reveals that the DIANA was actually the sealer HECTOR of 1870, rebuilt.

"ALL FLAGS OF THE WORLD," 63 pp., 156 colored illustrations of flags. Arti, Alkmaar, Holland, 1951. Price Fl.2.50 (say, 70¢).

This is another of the useful four-language picture enclycopedias, being No.1 of the series. In addition to up-to-date illustrations of flags, with such novelties as Vietnam, Ceylon, and Trieste, it gives the capital, area, and population of each country, with sketch-maps locating them.

WHITE, E.W., "Handbook of the collections illustrating British fishing-boats and coastal craft," 48 pp.; 18 pl.; bibl.; index. Ministry of Education, Science Museum, London, H.M.Stationery Office, 1952. Price 3s 8d from Science Museum, London SW 7.

This is Part II of the descriptive catalog of the Science Museum collection of British small fry, Part I, the historical survey, having appeared in 1950. Part II describes 116 models and also lists 153 sets of plans, photographic copies of which may be purchased at the Museum.

(Book reviews continued on page 47)

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC COAST, continued from p.141

1888, continued.

J. FRANK SEAVEY	412	Bath, Me.	New England S.B.Co.	Foundered 3 March 1920.
JAMIE CARLETON	496	Rockport, Me.	Chester Pascal	Lost 1890.
JEREMIAH SMITH	409	New London, Conn.	James Davidson	Foundered 14 Mar.1920
JOHN PEIRCE	405	Bath, Me.	New England S.B.Co.	Foundered 26 Dec.1920.
JOHN I. SNOW	196	Rockland, Me.	I.L.Snow	Wrecked 14 Jan.1907.
MYRA V. SPEAR	156	Bath, Me.	Kelley & Spear	Foundered 28 Dec.1908.
RICHARD F.C.HARTLEY	469	Bath, Me.	Kelley & Spear	Wrecked 2 Sept.1913.
ROGERS	266	Millbridge, Me.	Austin Dyer	Lost 1893.
SAMUEL W. HALL	322	Frederica, Del.	Nathaniel Lank	Lost 1898.

1887

BOOTH BROTHERS	347	Madison, Conn.	Wm.C.Miner	Lost 1893.
C. C. DAVIDSON	115	Milton, Del.	C. C. Davidson	Lost 1904.
C. C. WEHRUM	395	Wilmington, Del.	Jackson & Sharp Co.	Wrecked 6 Jan.1924.
CARRIE A. LANE	800	Bath, Me.	A. Sewall & Co.	4m.1900; lost Mar.1918.
EDGAR C. ROSS	399	Bath, Me.	New England S.B.Co.	Abandoned 13 Jan.1910.
F. G. FRENCH	184	Bath, Me.	T. M. Hagan & Co.	Sold foreign June'10.
GARDINER B. REYNOLDS	397	Boston, Mass.	J. M. Brooks	Foundered 5 Dec.1907.
HETTIE J. DORMAN	124	Milton, Del.	David H. Atkins	Lost 1900.
HOWARD H. HANSCOM	779	New Haven, Conn.	H. H. Hanscom	Missing Nov.1898.
JENNIE E. RIGHTER	647	Madison, Conn.	Wm. C. Miner	Torpedoed Oct.1917.
JOHN C. HAYNES	757	Bath, Me.	G.G.Deering	Lost 1895.
MATTIE E. EATON	620	Thomaston, Me.	Washburn Bros.	Lost 1893.
MILLVILLE	365	Camden, N.J.	Morris & Mathis	Wrecked 7 Jan.1913
PHINEAS W. SPRAGUE	778	Thomaston, Me.	Dunn & Elliot	Wrecked 20 Mar.1917.

1886

ANNA E. J. MORSE	733	Bath, Me.	B.W. & H.F.Morse	Lost 1902.
CHARLES F. TUTTLE	776	West Haven, Conn.	Gesner & Marr	Abandoned 17 Sept.1906.
CHILDE HAROLD	781	Bath, Me.	New England S.B.Co.	Submarines 21 Jun.1917.
FRED A. SMALL	619	Machias, Me.	John Shaw	Wrecked 12 Mar.1909.
HENRY S. WOODRUFF	220	Essex, Mass.	John James & Co.	Lost 1896.
IDA H. MATHIS	507	Camden, N.J.	Morris & Mathis	Missing Nov.1898.
J. S. HOSKINS	411	Bath, Me.	New England S.B.Co.	Abandoned 8 Feb.1910
JAMES C. CLIFFORD	377	East Boston, Mass.	J. M. Brooks	Abandoned 14 Apr.1909.
JONATHAN SAWYER	399	Bath, Me.	New England S.B.Co.	6 Nov.1907 lost Me.coast
LIZZIE J. CALL	206	Portsmouth, N.H.	Wm. F. Fernald	Sold Portuguese Dec.'20.
SAMUEL DILLAWAY	739	Bath, Me.	Deering & Donnell	Wrecked 4 Jan.1916.
VAN NAME & KING	735	New Haven, Conn.	J. Doyle	Foundered 6 Oct.1905.
WILLIAM W.CONVERSE	745	New Haven, Conn.	H. H. Hanscom	Wrecked 18 Oct.1910.

1885

CITY OF PHILADELPHIA	386	Bath, Me.	New England S.B.Co.	Lost 1896.
CONECUH	822	Richmond, Me.	T.J.Southard & Son.	Lost 1894.
CORNELIA SOULE	306	Madison, Conn.	Miner & Son.	Lost 1902.
DAVID LEE	640	Camden, N.J.	Samuel W.Tilton	Sunk Feb.1886.
ED.C.ALLEN TRUE	824	Bath, Me.	William Rogers	Lost May/June 1896.
EDWARD G. TAULANE	440	Mays Landing, N.J.	Samuel Gaskill	Lost 1891.
EMILY S. BAYMORE	255	Dennisville, N.J.	J.H.Diverty	1920 barge NANTISCO; abandoned (junked)'30.
FANNIE & FAY	233	New London, Conn.	J. Davidson	Lost 29 June 1925.
GROVER CLEVELAND	92	Bath, Me.	Deering & Donnell	Sold foreign 1887.
J. T. TOWNSEND	635	Camden, N.J. in August 1885.	S. W. Tilton	Renamed WILLIAM IRELAN Missing December 1885, Phila.to Charleston SC
J. MANCHESTER HAYNES	795	Waldoboro, Me.	L. H. Storer	Abandoned 26 Feb.1919.
JOSE OLAVERRI	661	Rockland, Me.	Cobb, Wight & Co.	Wrecked 23 July 1908.
KATE E. MORSE	735	Phippsburg, Me.	John G. Morse	Lost 1889.
MAGGIE S. HART	679	Waldoboro, Me.	A. R. Reed	Missing Dec.1909.
MARY A. TRUNDY	425	Newburyport, Mass.	Atkinson & Fillmore	Lost 1891.
MOLLIE RHODES	226	Jonesboro, Me.	Wm. L. Tupper	Lost 15 Dec.1910

1885, continued.

NAT MEADER	278	Wiscasset, Me.	J.M.Haynes	Foundered 26 June 1918.
ST. THOMAS	742	Phippsburg, Me.	C. V. Minott	Lost 1901.
VIOLA W. BURTON	125	Camden, N.J.	S. W. Tilton	Lost 1889.
WM. E. DOWNES	753	Bath, Me.	George Hawley	Sold Spanish July'18.

1884

A. & M. CARLISLE	350	Milford, Del.	Simpler & Revelle	1916 Spanish CARMEN.
ADA BAILEY	521	Bath, Me.	A. Sewall & Co.	Lost 1894.
ALFARETTA CAMPBELL	671	Rockland, Me.	A. F. Ames	Lost 1889.
AMANDA C. PARKER	472	Mays Landing, N.J.	Samuel Gaskill	Lost 1891.
ANNIE E. RUDOLPH	195	Camden, N.J.	J.& F.McDonnell	Lost 1897.
APPHIA & AMELIA	250	Yarmouth, Me.	Loring & Cobb	Lost 1890.
BESSIE BROWN	260	Bethel, Del.	R. McIlvane	Lost 5 May 1915.
BRADFORD C. FRENCH	968	Kennebunkport, Me.	D. Clark	Foundered 5 July 1916.
C. A. WHITE	832	Bath, Me.	New England S.B.Co.	Lost 1901.
CARRIE C. WARE	185	Cherryfield, Me.	Joseph Strout	Sold Portugal Sep.1916.
CHARLES H. VALENTINE	642	Fair Haven, Conn.	H.H.Hanscom	Wrecked 29 Aug.1911.
CHARLES W. CHURCH	844	Bath, Me.	New England ShB.Co.	Foundered 31 Oct.1914.
CITY OF BALTIMORE	357	Bath, Me.	Goss, Sawyer & P.	Sold in Nassau 1922.
DORA ALLISON	339	Tottenville, N.Y.	J. C. Ellis	Wrecked 17 Aug.1915.
EDWARD P. AVERY	576	Bath, Me.	George Hawley	Aug.1906 rn.ELIZABETH GILBERT. Missing Nov.1915, Cuba toward New York City.
ELSIE FAY	171	Essex, Mass.	Joseph Story	Lost 1895.
EMMA C. KNOWLES	617	Mauricetown, N.J.	J.W.Vanneman & Bro.	Jan.1902 rn MARIE F. CUMMINS; wrecked Delaware Breakwater 14 Nov.1908.
EMMA J. MEYER	412	Milton, Del.	D. H. Atkins	Lost 1895.
ETHEL M. DAVIS	305	Yarmouth, Me.	Loring & Cobb.	Lost 1889.
ETTIE H. LISTER	328	Frederica, Del.	N. Lank	Lost 1894.
FRANCIS L. COOPER	202	Camden, N.J.	Samuel W. Tilton	Lost 1887.
FRANK VANDERHERCHEN	537	Camden, N.J.	Samuel W. Tilton	1901 rn MALDEN; 14 Jan.1908 foundered in 30-20 N, 75-54 W.
GARDINER G. DEERING	717	Bath, Me.	Deering & Donnell	Lost 1891.
GEN. S. E. MERWIN	732	West Haven, Conn.	Gesner & Marr	Lost 1901.
GERTIE M.RICKERSON	218	Middle Haddam, Conn.	James H. Woodhouse	Lost 1893.
GRACE GOWER	253	Calais, Me.	O. B. Rideout	Lost 1892.
GRACE F. LITTLETON	169	Bath, Me.	T. M. Hagan & Co.	Lost 1895.
GRACE K. GREEN	405	Portsmouth, N.H.	Wm. Fernald	Sunk 15 Dec.1896.
H. S. LANFAIR	317	Baltimore, Md.	J.S.Beacham & Bro.	Lost 1 May 1917.
HARRIET C. KERLIN	517	Leesburg, N.J.	John Russell	Lost 6 Feb.1911.
HATTIE DUNN	435	Thomaston, Me.	Dunn & Elliot	Submarined 25 May 1918.
HENRY CROSBY	411	Brewer, Me.	Josiah Hathorn	Jan.'18 French CREUSE.
HENRY SOUTHER	715	Thomaston, Me.	S. Watts	Abnd.15 Oct.1896.
HENRY P.MASON	719	Bath, Me.	Adams & Hitchcock	Lost 1904.
HENRY P. SIMMONS	647	Camden, N.J.	Morris & Mathis	Lost 1889.
HERMAN B. OGDEN	640	Millbridge, Me.	J.W.Sawyer	Lost 1896.
ISAAC H. TILLYER	598	Dennisville, N.J.	R. S. Leaming	Lost 1900.
J. H. PARKER	548	Port Jefferson, N.Y.	J. R. Mather	Lost 1904.
JAMES ROTHWELL	498	Yarmouth, Me.	Hutchings & Stubbs	Wrecked 11 Oct.1917.
JAMES B. JORDAN	722	Thomaston, Me.	S. S. Gerry	Missing Dec.1911.
JENNIE E. MARSHALL	197	Bethel, Del.	Wm.R.McIlvain	Made barge 1890.
JOHN C. GREGORY	379	Newburyport, Mass.	Atkinson & Fillmore	Sunk 4 May 1904.
JOHN H. TINGUE	552	New Haven, Conn.	H.H.Hanscom	Lost 1899.
JOHN J. HANSON	685	Bath, Me.	New England S.B.Co.	Abandoned 15 Feb.1914
JOHN K. SOUTHER	776	Thomaston, Me.	Samuel Watts	Lost near Nassau 1888.
JOHN L. TREAT	500	Madison, Conn.	E.M.Miner & Son.	Sold Greek 1916.
JONATHAN KNIGHT (IRON)	730	Philadelphia, Pa.	American S.B.Co.	Lost 14 Oct.1884.
JULIA FOWLER	224	Essex, Mass.	J. James & Co.	Lost 1896

			1884, continued.	
LEVIN S. NELSOM	193	Milford, Del.	J.W.Abbott & Bro.	Abandoned March 1886.
LEWIS A. HODGDON	166	Boothbay, Me.	Jacob G. Fuller	Lost 1894.
LORENZO D. BAKER	966	Bath, Me.	Goss & Sawyer	Lost 1889.
(STEAM AUXILIARY)				
LORING C. BALLARD	660	Bath, Me.	New England S.B.Co.	Lost 3 Apr.1915
LUTHER A. ROBY	639	E.Boston, Mass.	J. M. Brooks	Lost 11 Oct.1896.
LUTHER T. GARRETSON	572	Millville, N.J.	James D. Bell	Foundered 26 Dec.1915
MAGGIE ANDREWS	615	Newburyport, Mass.	George E. Currier	Lost 1893.
MARGARET A. MAY	536	Wilmington, Del.	Jackson & Sharp Co.	Foundered 26 Aug.1911.
MARY B. JUDGE	472	Milton, Del.	D. H. Atkins	Lost 14 Sept.1908.
MARY E. MORRIS	439	Camden, N.J.	Morris & Mathis	Lost 1894.
MARY J. HUBBARD	561	Milford, Del.	D. Lank	Lost 1892.
MAUD H. DUDLEY	393	Bath, Me.	Goss & Sawyer	Abandoned 10 Sep.1919.
MINNIE ROWAN	678	E.Boston, Mass.	Smith & Townsend	Lost 1894
MURIEL S. HAYNES	510	Wiscasset, Me.	J.M.Haynes	Lost 1888.
NELLIE W. HOWLETT	568	Dorchester, N.J.	J.W.Vanneman	Lost 1903.
NETTIE SHIPMAN	338	Port Jefferson, N.Y.	J.M.Bayles & Son.	Lost 12 Feb.1919.
NEVA MAY	228	Milford, Del.	J.W.Abbott & Son.	Lost 1889.
NOROMBEGA	310	Verona, Me.	Wm. Beazley	Sunk 16 June 1910.
OLIVER S. BARRETT	634	Bath, Me.	Deering & Donnell	Lost 9 Sept.1906.
PARDON G. THOMPSON	171	Kennebunkport, Me.	David Clark	Lost 26 July 1907.
R. D. BIBBER	766	Bath, Me.	G. W. Johnson	Lost 17 Sept.1906.
RACHEL & MAUD	499	Camden, Me.	H. M. Bean	Lost 30 Dec.1886.
REBECCA F. LAMDIN	464	Perry, Me.	J.B.Nutt	Sold foreign 1899.
RED WING (IRON)	437	Philadelphia, Pa.	American S.B.Co.	Lost 1897.
RELIEF	229	Bath, Me.	William Rogers	Lost 1902.
ROGER QUARLES	25	Norfolk, Va.		Scrapped 1909.
ROSE ESTERBROOK	657	Newburyport, Mass.	George E. Currier	Lost 1895.
SALLIE I'ON	550	Searsport, Me.	Geo. Merrill	Burned 30 June 1912.
SAN DOMINGO	421	Bath, Me.	New England S.B.Co.	Lost 1889.
SARAH E. WARD	577	Camden, Me.	H. M. Bean	Abandoned early 1900.
T. W. DUNN	707	Thomaston, Me.	Dunn & Elliot	Foundered 9 Oct.1916.
W. L. WHITE	659	Rockland, Me.	A. F. Ames	Aband.13 Mar'88; derelct
WARREN ADAMS	667	Bowdoinham, Me.	J.T.Rideout & Co.	Mar'16 MAGDA of Barclna.
WILLIAM H. SHUBERT	642	Camden, N.J.	Morris & Mathis	Lost 1903.
WILLIAM H. STUART	559	Richmond, Me.	George H. Theobald	Lost 1901.
YALE	716	Belfast, Me.	G.W.Cottrall	Abnd.27 Oct.1899.

BAI, Emil G., "Der Schiffsmodellbauer erzählt," 62 pp., 61 ill; glossary. Verlag Hamburgische Bücherei, Hamburg, 1948. Available from the author, Peterstrasse 36, Elmshorn-Holstein, Germany, $2.00 postpaid.

Emil Bai, a former seaman, and from 1929 to 1935 a member of Capt.McCann's Ship Model Makers' Club in New York City, is now one of the leading model makers in Germany. In this little book he reveals many of the tricks of his trade, including a chapter on building ships in bottles.

There are no actual plans included among the illustrations, which show so clearly the various stages of building and rigging a model that no great knowledge of German is necessary in order to use the book.

MODEL SHIPWAYS, "Scale Ship Model Kits and Fittings, 1953," 32 pp.; ill. Model Shipways, 476 Main Street, Fort Lee, N.J. Price 25 ¢.

This is the 1953 catalog of this well-known firm, with some interesting new items. See also the article "The Ships That Never Get Wet," by Jay Williams, in "True" for January 1953.

EAST COAST MARITIME EXHIBITION; arranged in conjunction with the Colchester and Essex Museum; iv, 33 pp. Colchester and Essex Museum, Colchester, England, 1952. Price 1s 6d.

A catalog of some 300 items illustrative of the maritime history of the East Coast of England, shown at the Museum from 10 to 22 March 1952. Hervey Benham, the well-known author, was the hon.secretary of the exhibition committee.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (Contd.from p.24)

1878

ALBEMARLE	B	435	Baltimore Md.	Skinner & Son	Baltimore Md.
ALICE KNOWLES	B	303	Weymouth Mass.	N. P. Kean	New Bedford
ANTONIA SALA	B	534	Bath Me.	Wm. Rogers	New York
BELLE WOOSTER	Bkn	480	Franklin Me.	J. M. Blaisdell	New York
BERTHA	B	177	New Bedford Mass.	S. Dammon	New Bedford
C. D. BRYANT	B	929	Searsport Me.	M. Dutch	Searsport Me.
CATHARINE SUDDEN	Bkn	337	Port Ludlow W.T.	Hall Bros.	San Francisco
CHARLES LORING	B	552	Yarmouth Me.	Giles Loring	Portland Me.
CHARLES B. KENNEY	B	1128	Bath Me.	Goss, Sawyer & Packard	New York
CHESEBROUGH	S	1507	Bath Me.	E. & A. Sewall	Bath Me.
CORYPHENE	B	812	Millbridge Me.	Joseph W. Sawyer	New York
DOM PEDRO II	B	490	Baltimore Md.	Skinner & Son	Baltimore Md.
E. L. PETTENGILL	B	842	E. Deering Me.	G. W. Russell	Portland Me.
ECLIPSE	S	1595	Bath Me.	Goss & Sawyer	Bath Me.
EDWARD L. MAYBERRY	B	657	Yarmouth Me.	Giles Loring	Portland Me.
ELIZA J. McMANEMY	Bkn	785	Milton Del.	D. H. Atkins	Philadelphia
EMMA T. CROWELL	B	1137	Bath Me.	Goss & Sawyer	New York
EVIE REED	B	713	Bath Me.	D. O. Blaisdell	Bath Me.
EVIE J. RAY	B	956	Harrington Me.	Alonzo P. Nash	New York
FANNIE L. KENNEDY	B	758	Waldoboro Me.	Kennedy Bros.	New York
FRANK F. CURLING	S	2201	Thomaston Me.	Edward O'Brien	Thomaston Me.
FRANK N. THAYER	S	1648	Newburyport Mass.	John Currier Jr.	Boston
FREEMAN	B	1198	E.Boston Mass.	J. M. Brooks	Boston
FURNESS ABBEY	S	1033	Kennebunkport Me.	N. L. Thompson	Boston
GERARD C. TOBEY	B	1459	Bath Me.	Goss, Sawyer & Packard	Wareham Mass.
GREAT SURGEON	B	908	E. Boston Mass.	D. D. Kelly	Boston
HARVARD	B	1033	Newburyport Mass.	Atkinson & Fillmore	Boston
JAMES BAILEY	S	1531	Bath Me.	William Rogers	Portland Me.
JOHN A. BRIGGS	S	2110	Freeport Me.	Briggs & Cushing	Portland Me.
L. SCHEPP	S	1833	Kennebunkport Me.	Titcomb & Thompson	New York
LEVI C. WADE	S	1525	Bath Me.	William Rogers	Bath Me.
McLAURIN	S	1375	Newburyport Mass.	Atkinson & Fillmore	Boston
MARY A. GREENWOOD	B	646	Northport N.Y.	Jesse Carll	New York
MARY HASBROUCK	B	772	Calais Me.	Boardman Bros.	New York
MONROVIA	B	543	Setauket N.Y.	George E. Hand	New York
PENOBSCOT	B	1133	Bucksport Me.	Wm. H. Genn	Bucksport Me.
RICHARD PARSONS	B	1160	Rockport Me.	John Pascal	Camden Me.
SAMUEL H. NICKERSON	B	755	Harrington Me.	Geo.W.Emery	Harrington Me.
SHETLAND	B	683	Ellsworth Me.	H. & B.M.Hall	Boston
SNOW & BURGESS	S	1655	Thomaston Me.	Samuel Watts	Thomaston Me.
STANDARD	S	1535	Phippsburg Me.	C. V. Minott	Bath Me.
STATE OF MAINE	S	1536	Newcastle Me.	E. Haggett & Co.	Newcastle Me.
VERONICA	B	409	Bath Me.	Goss & Sawyer	New Bedford
WACHUSETT	S	1599	Kennebunkport Me.	Crawford & Perkins	Boston.
WANDERER	B	303	Mattapoisett Mass.	Jonathan H. Holmes	New Bedford
WILL W. CASE	B	576	Rockland Me.	Sanford Starrett	Rockland Me.
YORKTOWN	S	1956	Richmond Me.	James M. Hagar	Richmond Me.

It will be observed that 1878 was a poor year for building square-riggers in the United States. One encouraging factor, however, was the cash received by owners from their ALABAMA claims, for vessels sunk by Confederate raiders in the Rebellion. The four small whalers built for New Bedford owners were probably financed in this way.

The EVIE REED was completed in 1877, but was documented as built in 1878, since she was not given a name until February 1878. The FURNESS ABBEY, launched in 1878, was similarly not named until 1879.

Beside these merchant vessels, the bark SALMON P.CHASE, 154 tons old measurement, was begun at Philadelphia by Thos.Brown & Sons and completed in 1878 by the U.S.Government as a Revenue Marine training ship.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER FIVE 49 APRIL 1953

JOHN G. NORTH, SHIPBUILDER

The Pacific Coast was settled at just about the time that wooden shipbuilding was giving way to iron in European naval dockyards. The result was that a great many young men, trained as wooden shipwrights, found themselves technologically unemployed, and a fair number of these migrated to the new frontier. One of the earliest of them to gain recognition as a West Coast shipbuilder was John G. North.

All the biographical data that follow are taken from an account published in "Overland" for 1895, while the accurate list of North's vessels is from a manuscript account book in the collection of Mr. J.P. Shaw of Oakland. We are indebted to Karl Kortum of the San Francisco Maritime Museum, where the account book is currently on loan, for copies of the pertinent material.

North was born in Trondheim, Norway, on 15 December 1826. At 15 he passed the examinations of the royal shipbuilding service, and subsequently he was involved, it is said, in building 20 gunboats for the Norwegian Navy. He was later sent to the U.S. to study American methods, arriving at Philadelphia on 29 July 1848. In the next year and a half he worked at New York, New Orleans, Boston, Bath, and Portland, Me., until the gold fever became too severe, and he shipped as mate of the VIKING. She was condemned at Valparaiso, but he found a berth as carpenter of the SARATOGA, arriving at San Francisco on 28 July 1850.

After a few months in the mines, with no great success, North returned to his trade of shipbuilder. His first yard was near the site of the Union Iron Works, at First and Mission. Here is his list of vessels, with tonnage and contract cost:

1852	Barge	SACRAMENTO	59	$2,500
1853	St.Whl.SS	PLUMAS	68	6,000
1853	Barge	(for PLUMAS)	90	2,000
1853	Barge	(for stmr.GAZELLE)	95	2,000
1853	St.Whl.SS	CLEOPATRA	63	8,000
1853	St.Whl.SS	BELLE	99	8,000
1853	St.Whl.SS	GEM	99	8,000
1854	St.Whl.SS	FLORE DE LOS ANDES	60	6,000
1854	St.Whl.SS	CLARA	46	5,500
1854	Sch	SUSAN & KATE DENIN	118	$18,000
1854	Barge	SUCCESS	50	2,000
1855	Barge	PARDEE	55	1,800
1855	SS	COLORADO (St.Whl.)	93	8,000
1855	SS	no name (Side Whl.)	4	300
1855	Barge	THOMAS PAYNE	120	3,000
1855	Barge	RED BLUFF	85	3,000
1856	SS	JAMES BLAIR (St.W.)	108	6,500
1857	SS	CONTRA COSTA (Sd.W)	384	10,500
1858	SS	ADMIRAL KASAKEWITCH	71	2,600
1859	Sch	MARY ALICE	37	3,100
1860	SS	CHRYSOPOLIS (Sid.W)	930	56,000
1860	SS	GEM (Stern Wheel)	114	8,000
1862	SS	YOSEMITE (Side W.)	631o	52,600
1863	SS	COLORADO (St.W.)	122	6,624
1863	Sch	EUPHEMIA	38n	3,000
1863	Sch	GEORGE LOUIS	40n	3,000
1863	Barge	unnamed		4,700
1863	Barge	unnamed		3,500
1864	SS	MOHAVE (St.Whl)		4,800
1864	SS	CAPITAL (Sid.Whl)	1865n	
1865	Barge	unnamed		4,000
1866	SS	REFORM (St.Whl)	181n	6,000
1866	SS	WASHINGTON (St.Whl)	148n	5,400
1866	Barge	unnamed		4,400
1866	SS	unnamed stern-wheeler		5,600

Tonnages in the above list are as given in the account book, except for that of the YOSEMITE (old measurement) and those marked "n" (new measurement).

The ADMIRAL KASAKEWITCH was built for service on the Amur River in Siberia, for Wm. Burling & Co. She was framed and put in ribands, then taken down and shipped in pieces in the Hamburg brig GEORGE KRELL to Nikolayevsk where North put her together. His account book lists 30 days' superintendence at $12, 44 days of carpenters' labor at $6, and an item of $700 for saving and planing all the lumber for the cabin, including doors, sashes, and hardware. He

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left San Francisco on 28 April 1858 and returned on 24 November, for which he was paid $250 per month or $1,750.

At this time, North's yard occupied the site of the present Southern Pacific passenger station, at Third and Townsend, in the area then known as Steamboat Point. Finding himself crowded there, he considered Bradshaw's Point; but the depth of water there was found not to be regular. He then made a deal with Taylor Brothers and Captain Anderson and bought Potrero Point, where his first construction was the YOSEMITE in 1862.

The "Overland" story and the account book do not always agree in their particulars, and although the "Overland" says that North had built 120 hulls up to 1858, and a total of 273, including 53 bay and river steamers, in his lifetime, the account book lists only the 35 given above.

In 1361 North rebuilt the steamer BROTHER JONATHAN at the site where the Pacific Rolling Mills later stood. A gang of 150 Chinamen hauled her out, and he rebuilt her with two decks instead of three, using Puget Sound fir.

Another rebuilding job was on the side-wheeler CORNELIA, originally built at New York in 1853, to which he added 40 feet; he is also stated to have rebuilt a steamer named PACIFIC.

About 1867, North sold his yard to a syndicate and returned to Norway. At his native city of Trondheim he designed and built a light-draft stern-wheeler as a transport for the government, naming her POTRERO. His travels took him to Suez, where he watched the opening of the Canal in 1869, and to Paris, where he spent the first week of the siege in 1870; finally, after three years, he returned to California. Next he went to Guatemala with a contract for 50 miles of track and two steamers for the Honduras Railroad. After an attack of fever, he returned to San Francisco, where he died on 19 September 1872.

North was one of the first men to make San Francisco an industrial center. Evidently drawing on his New Orleans experience, he specialized in shallow-draft river stern-wheelers for the upper reaches of the Sacramento, the Colorado, Costa Rica, and even the Amur.

The SACRAMENTO was built for Moore, Page & Co. for the Sacramento to Marysville run. The next three hulls were contracted for by General Reddington for the same run; the PLUMAS is said to have been the first stern-wheeler in California. The BELLE and GEM were also on this run, owned by Captain Moore, while Captain Taylor built the CLEOPATRA for the Sacramento to Red Bluff route.

The FLORE DE LOS ANDES was built for Capt. Cauty, to be taken to Costa Rica. The CLARA, Capt. Webster, was an Alameda ferry, though she is not mentioned in the standard works on the Bay ferries. North built the SUSAN & KATE DENIN for his own account and sent her to Australia, where a dishonest skipper sold her and kept the proceeds.

The SUCCESS was built for the Citizens' Steam Navigation Co. of Marysville amd the PARDEE for Capt. F. Fox, both being towed in the Sacramento to Marysville run. The COLORADO was shipped knocked-down to the Gulf of California and put together by Hartshorne & Johnson for the Colorado River trade. The unnamed 4-ton side-wheeler was built as a model for A.W.Lockhead; with dimensions of 45 x 5 x 2 ft., she was not the kind of model that goes in a bottle, or even over a mantelpiece! The THOMAS PAINE and RED BLUFF were built for the California Steam Navigation Co., the former running to Marysville, and the latter to the head of navigation at her namesake city.

The JAMES BLAIR, Capt. Gunnell, was another Marysville boat. CONTRA COSTA was a unit of the fleet of Capt. Minturn's Contra Costa Ferry Co. MARY ALICE traded to Union City, on San Francisco Bay, for Capt. Richard Benson. CHRYSOPOLIS and YOSEMITE were floating palaces for the San Francisco to Sacramento service of the California Steam Navigation Co.; there is a history of the former by John Kemble in the "American Neptune" for 1942. GEM was by this time also owned by the California S.N.Co.; it appears that North's work on her in 1860 consisted of a new hull for the engines and cabins of the 1853 vessel. The second COLORADO was built for the same owners and trade as the first, keeping the same machinery.

EUPHEMIA was built for James Gregory for the Bodega Bay trade. GEORGE LOUIS ran to Sacramento for M. Mickelsen. The $4,700 barge of 1863 was for the Calif.S.N.Co. Red Bluff and Sacramento trade; the other was for Hartshorne & Johnson on the Colorado, as was the steamer MOHAVE. The CAPITAL was another Calif.S.N.Co. Sacramento packet, the last built for the line.

The 1865 barge and the 1866 barge were shipped to the Colorado, as was the unnamed 1866 steamer; possibly the latter was the second COCOPAH, which, according to Hazel Mills' account in the (continued on p. 53)

THE PENDLETONS OF ISLESBORO
II. (Continued from p.39)

The first dividend for the WILLIAM FLINT for 1882 was not received until April, and it appears with the remark "the vessel has been doing a good winter's work between New York and Southern ports. But owing to extensive repairs in the Fall in sails and corking, she has been unable to make returns until the present." The schooner made regular returns until 1891, the lowest yield being a mere 12% in 1884 and the best 41% in 1887.

But in 1892 repairs took all dividends, and the last entry in the ledger is an $11 distribution for Lewis' 1/16 in 1893, followed by the note "the old WILLIAM FLINT died a natural death and now lies on the eastern shores of Islesboro, Me." In her 15 years of operation since rebuilding, she paid her owners back over four and one-fifth times their original investment.

For their next vessel, the Pendletons contracted with McDonald & Brown of Belfast, Me. For some reason, they did not see fit to build in 1879, and the STELLA M. KENYON was not completed until September 1880. She was a three-master of 375 gross tons, carrying 675, and her cost of $24,770 was $66 a gross ton or $48 per ton on her carpenter's measure of 519. She was first commanded by Captain Winfield, who owned 3/64, and Captain Mark and his other 3 sons owned 13/64 among them. The Crosby family held 12/64; the McDonalds a 16th; Pearson & Mulvaney of Bangor a 16th; and Lester Lewis, James W.Fields, W.W.Kenyon, and W.Kenyon of Brooklyn each a 16th.

The STELLA M.KENYON was a steady earner, her best year being her first with a 21% return, and her worst 1887 with 7%. Captain S. Dodge of Islesboro was her commander in the autumn of 1890. She loaded a cargo of phosphate at Barren Island in New York Harbor for Savannah, Ga., but in towing to sea was run on the "sholes" off Rockaway and became a total loss. In 10 years she had returned her cost and a third more; just what a Series E bond pays these days.

The WILLIE L.NEWTON was the next Pendleton schooner, a three-master of 385 gross tons, 650 deadweight, 508 carpenters'. She cost $25,024, or $65 a gross ton and just under $50 per ton, carp.meas. Captain Guilford owned 1/16 and took her from the stocks; his father and brothers had 3/16 among them; the Crosbys took ¼; Charles H.Kenyon and Albro J.Newton each owned 1/16; and Lester Lewis invested in 3/64. Captain Guilford had the WILLIE NEWTON until May 1885 (except for the winter of 1882-83 when M.P.Parker was master), when she was handed over to Capt.Edwin Coombs of Islesboro, who was probably his uncle or cousin.

The schooner returned an even 20% in her first year, and maintained a good rate of return through 1892. She was hit by a squall in the Chesapeake on 4 July 1888, losing her mainmast and sustaining other damage, so that her return for that year was only 7%. She paid nothing in 1894, and there is a note in the ledger "I see no reason why this vessel should not pay better only for the inefficiency of her captain." She passed dividends again in 1897, but in 1898 conditions improved and in 1899 she distributed 14%. Then she earned steadily until 1903, which, with a 10% dividend in May, promised to be one of her best years.

A few months later, however, coming in from the east she was caught in a cyclone in the Sound off New London and turned turtle, every man aboard being lost including Captain Coombs. She was repaired at Bangor and the owners were assessed $3700 to help pay for the work. Then she went south for a load of Georgia pine, became leaky on the return trip, and was abandoned off Hatteras. "Thus ends the poor old NEWTON together with Captain Coombs who all liked so well."

Deducting the last assessment, the vessel had returned about 77% more than her cost in 22 years of trading.

A slightly enlarged version of the WILLIE L.NEWTON was built by the Crosbys at Bangor in 1882 and named F.C.PENDLETON. Captain Fields was her master with 3/32 interest, and her financing followed the familiar pattern: 3/16 held by his father and brothers; 3/16 by the Crosbys; 1/16 by Pearson & Mulvaney; and 1/16 each by Lester A. Lewis, W.W.Kenyon, W.Kenyon, and Elbro J. Newton. She cost $26,926, or about $66 on her gross tonnage of 408 or $48 on her carpenter's measure of 559; she carried 700. Stephen Knowlton replaced Captain Fields in the winter of 1882-83; later Captain W. J.Fletcher of Islesboro was given the command; while Capt.Joseph Dodge of Islesboro took her in October 1891.

The F.C.PENDLETON was a lucky vessel and a steady earner. In 25 years, without missing a year, she returned 241% of her cost, and in 1914, after a lapse of 7 years, she began to pay again. The last entry against her is a 7½% dividend in September 1917; her later record is missing, and all that is available is an item in "Merchant Vessels of the U.S." for 1941 that she

foundered in Seal Harbor, Long Island, Me., about 1925.

The earnings of the Pendleton schooners fell off sharply after 1882, and conditions did not show a return to the level of the early '80's until about 1888. The next schooner in which Lester A. Lewis owned an interest thus was the MARY L.CROSBY, a three-master of 467 gross tons, built at Millbridge, Me., in 1889 by J.W.Sawyer & Sons. She cost $24,000, or just over $49 a gross ton, and carried 850 tons of coal. Austin Dyer was her master carpenter and Captain Winfield S.Pendleton, owning 1/8, her first master. The other Pendletons owned ¼ among them; the Crosbys had 1/16; the Sawyers took 11/64; Capt.W.J.Fletcher had 1/32; Lester Lewis had another 32d; and Kenyon & Newton as partners invested in 1/16. Fletcher took over the schooner in December 1889, yielding the command to Capt.W.W.Williams of Islesboro in July of the following year.

Her first year of trading returned the owners of the MARY L.CROSBY a dividend of over 25%, but this was reduced to 14% in 1891 and 11% the next year. In 1893 she was caught in the "breeze" of March, was towed into New York, became involved in a salvage libel, and did not get back "on her feet" as the ledger put it until August of 1894. Her next really good year was not until 1901, and this was followed by a series of mishaps that kept her in debt for 18 months. Not until October 1903 were dividends resumed, and the last record in the ledger is a payment in July 1905, by which time the schooner had returned 59% over her first cost.

The MARY L.CROSBY was abandoned off Hatteras on 2 June 1915, and so lost the opportunity to participate in the profitable trading of World War I.

ANNA PENDLETON was the name of the next Pendleton three-master, built by the Sawyers in 1890 to be commanded by Captain Guilford D.Pendleton. In her list of owners a new generation of Pendletons appears for the first time; Guilford owned 1/16, Richard a 32d, and Winfield a 64th, but Winfield Jr., Richard D., Edwin S., and Fields S., are all represented with a 32d or 64th apiece. The Crosbys held 1/8, the Sawyers 13/64, Lester Lewis a 32d, and J.W. Fields, W.W.Kenyon, W.Kenyon, and A.J.Newton a 16th each. She grossed 548 tons, cost $29,124 ($53 per ton), and carried 1000 tons, being some 14 feet longer than the MARY L.CROSBY on about the same beam and length.

Captain Joseph L.Coombs of Islesboro took over command of the ANNA after her first trip, which was from Sullivan, Me., to New York, and he was succeeded after a few years by Capt.Chester Thomas of Islesboro. L.A.Lewis seems to have had some arrangement whereby he found cargoes for this schooner, as his accounts show him receiving commissions as well as dividends for her first three years. The commissions nearly doubled his dividends, which were only 11% in 1891 and 13% in 1892.

In the autumn of 1893 the ANNA PENDLETON was caught in the hurricane at Charleston and was driven ashore. To the bill for her salvage was added another for loss of anchors and sails when she was caught in another gale after proceeding toward New York, and it was not until February 1895 that she was back "on her feet again," as the ledger puts it. Her earnings did not exceed 10% until 1900, when she returned 15%. In the latter part of 1904, she left New York under charter to a Southern port and disappeared with all hands in a severe storm that swept the coast at that time. L.A.Lewis' original investment of $910.15 returned him only $1076.86 in dividends and $140.40 in commissions in 14 years.

The last Pendleton vessel figuring in the Lewis account book was the ELIZA J. PENDLETON, built in 1891 at Belfast, Me., by Carter Bros. She grossed 751 tons and carried 1150; her cost of $33,600 was $45 per gross ton. Fields C.Pendleton was her master with 13/64 of her ownership; Guilford and Winfield each had 1/16 and Richard P.and Eliza J.each 1/32. Capt.W. J.Fletcher of Islesboro also owned 1/32, as he had of the MARY L.CROSBY; he later took command of the ELIZA. John H.Crosby of Bangor held a 32d, and J.W.Sawyer of Millbridge a 64th, while three Carters each took a 32d. In Brooklyn, L.A.Lewis owned a 32d, and W.W.Kenyon and E.J.Newton each 1/16th.

L.A.Lewis again had a deal whereby he earned commissions on the ELIZA's freights (most likely consignments of lumber to the Kenyon & Newton planing mill); these amounted to $300.44 in the first 6 years of operation. The schooner's regular dividends amounted to 12% in her first year, 8 or 9% for the next four, 12% in 1897, 5% in 1898, 13% in 1899, and 10% in 1900. Then there is a gap, not explained in the ledger, until 1905-06, when 9% was paid.

(continued on p.58)

NORTH--- continued from Page 50.

first volume of "American Neptune," was put into service on the Colorado about this time, replacing an older hull of the same name built in 1859.

The REFORM was built for A.Nelson & Co. to carry fruit from Sacramento River points to San Francisco. She became the first vessel of the California Transportation Co. when Nelson & Anderson incorporated in 1875. The WASHINGTON was owned by Richard Benson on the Union City run.

It is clear that the contract prices given for steamboats in the table on p. 49 are only for carpenter work on the hulls; the CHRYSOPOLIS, for example, is stated to have cost a total of $200,000, of which $43,000 was for engines. The odd $101,000 would be accounted for by outfit and joiner work on the cabins. In the case of the schooners, North's contracts probably called for delivery of a complete vessel, including sails, rigging, and outfit; hence the apparently greater cost as compared to a steamboat hull of similar dimensions.

The "Overland" story also credits North with building a water-front ferry named PARTHENIUS, but this vessel seems to date from 1874.

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SAILING SHIP NEWS

BOWDOIN, aux.2m.sch.yacht. Left Coles Point, Va., 8 May; arr.Provincetown, Mass., 14 May via Annapolis, New York, New London, and the Cape Cod Canal.

CITY OF NEW YORK, Hond.aux.3m.sch. Formerly of Byrd's first Antarctic expedition, and originally built in Norway in 1885 as the auxiliary bark SAMSON. 30 Dec.broke towline to ARCTIC SEALER off Yarmouth, N.S., drifted onto a reef, and took fire; total loss.

CONWAY, Br.tr.ship, built in 1839 as HMS NILE. 14 April, towing from Plas Newydd to Bangor in preparation for docking at Birkenhead, got ashore and became a total loss in Menai Strait.

CUTTY SARK, Br.S. HRH the Duke of Edinburgh has become Patron of the CUTTY SARK Preservation Society. Both cash and contributions of relics for the museum to be housed in her are required. Address the CSPS at Palmerston House, 51 Bishopsgate, London EC 2.

EDWIN & MAUD, 3m.sch. Was at Annapolis 9 May; sailed next morning.

ELIZABETH SCOTT MOORE is the new name of the 4m.sch.ANNIE C.ROSS, but she is still at Newtown Creek, Brooklyn, N.Y.

FANTOME, Br.4m.sch.yacht. Sold in March to the Sincennes-McNaughton Line of Montreal; engines to be put in tugs; hull to be scrapped.

LAWHILL, Port.4m.Bk. Scheduled to be towed with a cargo by tug AUDAXE from Lourenco Marques to La Spezia and there to be scrapped.

PAMIR, Ger.aux.4m.bk. Arr.Hamburg 4 Jan. 1953 and libelled by a bank. Both she and PASSAT are idle in German ports.

PELICAN, hulk launched in 1876 as H.M.sloop. About 1922 sunk in Sydney, C.B.I. Early in May raised, and scuttled at sea on 3 May 1953.

SEVEN SEAS, aux.ship. Formerly Swedish training ship ABRAHAM RYDBERG. Is currently at the USMS training station, Kings Point, Long Island, N.Y.

VEMA, aux.3m.sch yacht. Bought by Capt. Kenedy, owner of the late CITY OF NEW YORK, and chartered in April to Lamont Geophysical Laboratory of Columbia University for a cruise in the Gulf of Mex.

YXPILA, Finn.4m.sch., built at Gamlekarleby in 1920. Was broken up last year, leaving POMMERN, SIGYN, and SUOMEN JOUTSEN as the remaining Finnish sailers.

BOWDOIN, mentioned above, had been ashore for three days in the Chesapeake in February, finally being floated on 19 Feb.by the USS WINDLASS.

(With thanks to Bob Applebee, Alan Villiers Gordon Jones, Capt.H.Piening, John Lochhead, and Alec Brown for items.)

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PASSING OF TWO SHIPBUILDERS

Theodore E. Ferris died at Wallington, N.J., on 30 May, aged 81. He was a native of Stamford, Conn., and, without formal training in the subject, commenced a career of ship design in 1900. He is credited with over 1800 designs, perhaps the most noted of which in connection with his name was a standard wooden 3500-ton steamship of which over 300 were contracted for in World War I by the Emergency Fleet Corporation, and several of which became sailing vessels.

Henry Seaborn died at Laguna Beach, Calif., on 21 Jan.1953, aged 73. He was a vice-president of Skinner & Eddy of Seattle during World War I. Although Skinner & Eddy had no previous shipbuilding experience, it set many steel shipbuilding records.

REINCKE, Heinrich, and Bernhard SCHULZE, "Das Hamburgische Convoyschiff WAPEN VON HAMBURG," 63 pp., 12 pl., 14 folding plans. Museum für Hamburgische Geschichte, Hamburg, 1952. Price DM 7.50 ($1.80).

In LOG CHIPS for September 1951, we mentioned the enormous contemporary rigged model of the WAPEN VON HAMBURG of 1722, which dominates the entrance to the Hamburg Maritime Museum. Now, as volume 1 of the Mitteilungen aus dem Museum für Hamburgische Geschichte, appears a full account of this model, both historical and technical.

In the historical part, we have a series of contemporary documents, including the original specifications of the vessel and the building contract, various inventories, and some operational data. The technical section describes the reconditioning of the model after a century or so of exposure to the London climate and gives a full set of plans and detailed photographs.

GIBSON, Walter, "The Boat," 96 pp., 11 ill. W.H.Allen, London, 1952. Price 5 s.

Gibson was a British Army sergeant who was torpedoed in the Dutch liner ROOSEBOOM after the fall of Singapore. Some 135 people crowded into and around a single lifeboat, which drifted across the Equator toward the coast of Sumatra. When land was finally reached, after 26 days, only two Javanese seamen, a Chinese girl, and the author were left alive. He then fell into Japanese hands and survived another torpedoing when the former VAN WYCK was picked off by an Allied submarine in June 1944.

This little book is the straightforward story of his experiences and is a worthy addition to the series of such narratives that has come out of World War II.

PRIGGE, Klaus, "Seemannslieder und Shanties des Lotsengesangvereins 'Knurrhahn'," 95 pp.; ill. Musikverlag Hans Sikorski, Hamburg, 1952. Price DM 7 ($1.70).

The arguments as to whether shanties were ever sung in any language but English appear to be settled by this book, which gives sea songs in three languages, English, German, and Plattdeutsch. Some in the latter two categories were composed by Chormeister Prigge for the "Knurrhahn" singing society, which had its origin in the cold winter of 1928/29, when severe ice conditions along the German coasts kept the pilots unemployed for several months. The "Knurrhahn" is a noisy fish, which probably would be called "grunt" or "croaker" in English; this choice of name may be taken as the pilots' opinion of their own singing.

Although most of the genuine shanties in this book are the familiar English ones, "De Hamborger Veermaster" and "Hamburg, du schöne Stadt" show that such songs are not exclusively English. Music, including accordion accompaniment, is given for all the pieces.

PETERSEN, E. Allen, "Hummel Hummel," 256 pp. 24 ill. Vantage Press Inc., New York, 1952. Price $3.95.

Dr. Petersen and his Japanese bride bought a 36-foot junk-yacht at Shanghai in 1938 and sailed her from Shanghai to Los Angeles via Yokohama with two White Russians as crew. Then, with more or less help, they sailed her down the coast to Panama and Pimentel, Peru; then across the Pacific to the Marquesas, Samoa, and finally to Papua, where they left her when the U.S. entered the war.

The voyage was not undertaken to prove any theories of racial migration, but simply to see the world, an urge which has seized thousands of people since the time of Slocum and the SPRAY. Hundreds have succeeded, and dozens of books have resulted; this one is an average specimen.

VON LUCKNER, Felix, "Seeteufels Weltfahrt," 346 pp.; front. C. Beterlsmann Verlag, Gütersloh, 1951. Price DM 5.85 ($1.45).

Lowell Thomas' "Count Luckner, the Sea Devil," is probably still the best-known sea yarn of World War I. Less familiar is another Thomas collection of Luckner tales, "The Sea Devil's Fo'csle." Now Luckner's own story, in his own language, if not in his own words, is available, bringing the doings of this durable sea dog up to date.

One matter he clears up is the strange tale of Honolulu when he was a 15-year old boy in the four-masted schooner GOLDEN SHORE. He explains this now as merely an encounter with a tailor, the "severed finger" being a fingerstall.

New to American readers is Luckner's account of his world-touring "good will voyages" in his four-masted schooner. One of these brought him to San Francisco, where he was feted by Mayor Rolph-- the owner of the A.B.JOHNSON, sunk by Luckner in June 1917.

B O O K R E V I E W S

VILLIERS, Alan, "Monsoon Seas," xi, 337 pp., index, 30 ill.; 5 maps. McGraw-Hill Book Co.Inc., New York, 1952. Price $4.75

Alan Villiers, who already has written "The Coral Sea," now adds the story of the Indian Ocean to the Oceans of the World series. He has sailed these waters in the JOSEPH CONRAD, in Arab dhows, and in LCI(L)'s during World War II, which makes him eminently qualified to write of them.

In addition to reworking some of the "Sons of Sinbad" material, the book tells of the early voyagers in the Indian Ocean, the commercial rivalries, the whalers, slavers, and pearlers, and the naval operations of two world wars.

LACROIX, Louis, "Les derniers pilotins de la voile; les voiliers-ecoles," 234 pp.; 98 ill.; map; folding plate. Lacon, Imp. S.Pacteau, c.1952. Price (paper-bound), about Fr.1,000.

To the widening shelf of his books on the French merchant marine in the days of sail, Captain Lacroix has now added a work on apprentices and schoolships. The first part deals with the system of training future officers of the merchant marine in the 19th Century, and the second part with the sail training ships of the 20th Century. Of the latter, the French and Belgian are described in some detail, while those of other countries are also treated briefly.

The spellings of proper names in this book are no better than is usual in French books, and many of the illustrations have inaccurate captions.

MIELCHE, Hakon, "GALATHEA laegger ud," 224 pp.; ill.; map. Copenhagen, Steen Hasselbalchs Forlag, 1951. D.Kr.27

MIELCHE, Hakon, GALATHEA i Østen," 190 pp., ill.; map. Copenhagen, Steen Hasselbalchs Forlag, 1952. Price, D.Kr.28.50

Denmark has a tradition for conducting deep-water oceanographic expeditions. In 1845-1847 the sailing corvette GALATHEA made a circumnavigation, and later the INGOLF, THOR, and two DANAS studied the deep oceans. The second GALATHEA was formerly H.M.Frigate LEITH, commissioned in the Royal Danish Navy, and financed largely by public subscription. The sale in Denmark of cigarettes and coffee contributed by Danes living overseas during the postwar period of shortages accounted for much of the necessary funds.

The first of these volumes covers the voyage from leaving Copenhagen in October 1950 until reaching Mombasa via Cape Town in March 1951, most of the work having been conducted fairly near the continental coasts. The second covers the Indian Ocean and eastern seas as far as Brisbane, Australia, including the sampling of the bottom in the Philippine Deep at a depth of over 34,000 feet. A third volume, covering the voyage home from Brisbane, after November 1951, is promised.

The author is a well-known Danish writer of travel books, who accompanied the expedition expressly for writing these narratives. Written on board, they are fresh and often dramatic. The author is not a scientist and therefore concentrates more on the ports visited and the personalities on board than on the actual scientific work, which of course will be fully described in due time.

WOLFE, Reese, "Yankee ships; an informal history of the American merchant marine," 287 pp.; index; 23 ill. Bobbs-Merrill, Indianapolis, 1953. Price $3.75.

This is a highly informal history of the American merchant marine, so informal that it leaves out most of the important facts and draws some hasty interpretations from the rest. The author claims three years at sea as a seaman and junior officer, and he has attempted to give the foremast hand's point of view wherever possible. But in a book that gets from the start of the Civil War to the beginning of World War I in eight pages, there is obviously little room for any extended treatment of seafaring life.

ANDERSON, R.C., "Catalog of ship-models (scale-models)," iv, 133 pp.; index. National Maritime Museum, Greenwich; Her Majesty's Stationery Office, 1952. 5 s.

NAISH, G.P.B., "A picture book of ship models," 32 plates. National Mar.Mus., Greenwich; H.M.S.O., 1953. Price 2 s.

Between them, these two booklets give a full account of the models in the National Maritime Museum. Dr.Anderson's catalog furnishes expert identifications of contemporary models going back as early as 1655, while Mr.Naish's picture book supplements it with a selected series of illustrations. The latter, available for approximately 30¢ from P.O.Box 569, London SE 1, is a real bargain at less than 1¢ per illustration.

THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.47.

1883

A. B. SHERMAN	612	E.Boston, Mass.	R. Crosbie & Son.	26 June 1917 torpedoed; salved and became 4m.Sch RAFFAELLO CHIESA of Livorno.
ABBIE S. WALKER	190	Jonesboro, Me.	Wm. L. Tupper	Missing Feb.1926.
ALBERT H. CROSS	358	Newburyport, Mass.	Atkinson & Fillmore	Lost 1888.
ALBERT T. STEARNS	508	Newburyport, Mass.	G. E. Currier	Lost spring 1903.
ALICE CARLISLE	55	Portsmouth, Va.		Junked 1905.
ALICE B. PHILLIPS	621	Portsmouth, N.H.	W. H. Fernald	Not traced after 1919.
ALLIE R. CHESTER	449	Northport, N.Y.	Jesse Carll	Lost 1890.
AMELIA P. SCHMIDT	279	Dennisville, N.J.	L. Edwards	Lost 1896.
ANNA B. HUTCHESON	251	City Island, N.Y.	David Carll	Lost 1889.
ANNA T. EBENER	498	Millville, N.J.	J. D. Bell	Lost 1894.
ANNE LORD	287	Brewer, Me.	J. Neally	Abnd.15 May'20, Cuba.
ANNIE AINSLIE	303	Camden, N.J.	McDonnell Bros.	Lost 3 Jan.1917.
ANNIE E. BLACKMAN	278	Goshen, N.J.	E. B. Harker	Lost 1890/91.
AUGUST FLOWER	201	Deal's Point, N.J.	Clark	Lost 1888/89.
B. R. WOODSIDE	562	Bath, Me.	Adams & Hitchcock	Lost 1902.
BENJAMIN C. CROMWELL	616	E. Deering, Me.	George Russell	Lost 1904.
BERTHA WARNER	451	E. Deering, Me.	George Russell	Lost 1896/97.
BESSIE H. ROSE	658	Wiscasset, Me.	J. M. Haynes	Lost 26 Jan.1892.
BLANCHE ALLEN	520	Bath, Me.	A. Sewall & Co.	Lost 1885/86.
BROOKE B. ROKES	336	Bath, Me.	Goss, Sawyer & P.	Lost 1889/90.
CHARLES C. LISTER	280	Milford, Del.	Simpler & Reville	Junked 1933.
CHARLES E. SCHMIDT	541	Mauricetown, N.J.	J.W.Vannemann & Bro.	Feb.1899 rn.BROOKLINE; wrecked at Barbados 11 Nov.1913.
CHARLES H. WOLSTON	350	Bath, Me.	Goss & Sawyer	Wrecked 17 Nov.1911
CHARLES R.CAMPBELL	437	Bath, Me.	Benj.W. Morse	Lost 1888/89.
CHARLES S. DAVIS	534	Camden, N.J.	S. W. Tilton	Lost 1899.
CITY OF JACKSONVILLE	354	Bath, Me.	Goss, Sawyer & P.	Lost 1899.
CLARA E. COLCORD	515	Belfast, Me.	J. Y. Cottrell	Lost 1894.
CRESCENT	465	New London, Conn.	Crocker, Davidson & Co.	Foundered 26 Jan.1920.
D. K. BAKER	519	Port Jefferson, N.Y.	John R. Nather	Lost 1898/99.
DOUGLASS HOVEY	492	Bath, Me.	William Rogers	Lost 1888.
EDITH T. GANDY	251	Dennisville, N.J.	Isaac W. Gandy	Lost 1891.
EDNA A. POGUE	162	Cedarville, N.J.	Claypoole & Parsons	Sunk 5 Mar.1911.
EDWARD STEWART	398	Brewer, Me.	J. Hathorn	Wrecked 7 Mar.1916
ELBRIDGE SOUTHER	692	Thomaston, Me.	Samuel Watts	Lost W.Indies 1894/95.
ELEANOR	371	Newcastle, Me.	E. Haggett	Sold foreign 1904.
ELLEN CRUSOE	298	E. Deering, Me.	Sargent	Sold foreign 1897.
ELSIE A. BAYLES	296	Port Jefferson, N.Y.	J.H.Bayles & Son	Wrecked 5 Apr.1916
EMILY F. NORTHAM	332	Portland, Conn.	T.Gildersleeve & Sns.	Wrecked 27 Nov.1926
EMILY J. WATTS	462	Thomaston, Me.	S. S. Gerry	Lost 1886.
EMMA F. ANGELL	862	Bath, Me.	William Rogers	Sunk 7 Apr.1916
EVERETT WEBSTER	476	Camden, N.J.	S. W. Tilton	Abnd.12 Apr.1907.
EVIE B. HALL	425	Waldoboro, Me.	Edwin O. Clark	Lost 14 Jan.1917.
F. D. HODGKINS	178	Ellsworth, Me.	J. H. Grant	Lost 1893.
FALMOUTH	447	E. Deering, Me.	George Russell	Dec.1900 sold to U.S. Marine Hosp.Service; disinfecting barge ARGUS, Ponce, P.R.
FANNY ANN	42	Portland, Fla.		Two masts 1907; junked 1911.
FORTUNA	612	E. Boston, Mass.	Smith & Townsend	Barge 1912; lost 1915.
G. H. HOLDEN	241	Bath, Me.	Thos Hagan & Co.	Lost 1894.
GEORGE BIRD	223	Rockland, Me.		Lost 1900.
GEORGE LHOTE	112	Pearlington, Miss.	Poitevant & Favre	Lost 1886/87.
GEORGE W. FENNIMORE	635	Milton, Del.	Atkins	Lost 1893.

1883, continued

GEORGIE L. DICKSON	582	E. Boston, Mass.	J. M. Brooks	Dec.1899 rn MAPLEWOOD; lost 1900/01.
GEORGIE L. DRAKE	465	Bath, Me.	William Rogers	Lost 31 Dec.1909.
GERTRUDE L. TRUNDY	485	Perry, Me.	J. B. Nutt	Lost 4 Sept.1905.
H. C. HIGGINSON	519	Bath, Me.	E. Soule & Co.	Missing Jan.1899. Renamed JAMES W. BIGELOW April 1889.
HAROLD C. BEECHER	363	Madison, Conn.	C.H.Miner & Son	Wrecked 18 July 1914.
HATTIE H. BARBOUR	301	Brewer, Me.	Hopkins	Foundered 10 Apr.'17.
HELEN G. MOSELEY	470	Belfast, Me.	Brown & McDonald	Lost 26 Jan.1908.
HENRIETTA J. POWELL	316	Bath, Me.	Goss & Sawyer	Burned 26 Oct.1914.
HENRY S. CULVER	753	Alexandria, Va.	J.P.Agnew & Co.	Lost 1889.
HERALD	499	Belfast, Me.	Brown & McDonald	Abnd.4 April 1915; 1916 barge; 4m.sch.1917; abnd.7 Apr.1918; salved; scrapped 1921.
HORACE O. BRIGHT	681	Thomaston, Me.	S. Watts	Lost 1885/86.
HORACE R. STURGIS	623	Wiscasset, Me.	J.M.Haynes	Lost 1885/86.
HOWARD W. MIDDLETON	539	Coopers Point, N.J.	S.V.Tilton	Lost 1897.
IDA FRANCIS	427	Waldoboro, Me.	H. Kennedy & Co.	Lost 1886.
IDA C. SCHOOLCRAFT	320	Coopers Point, N.J.	Morris & Mathis	Lost 1902.
ISAAC CARLTON	455	Columbia Falls, Me.	Gilbert Frost	Nov.1887 rn HUMAROCK; sold foreign 1915.
ISAAC N. KERLIN	366	Leesburg, N.J.	John Russell	Lost 1900/01.
J. B. HOLDEN	410	Rockland, Me.	F. Cobb & Co.	Lost 1903.
JAMES IVES	505	West Haven, Conn.	Gesner & Ives	Lost 1895.
JAMES B. PAGE	642	Newburyport, Mass.	George E. Currier	Missing Nov.1898.
JAMES H.WOODHOUSE	389	Chatham, Conn.	J.H.Woodhouse	Lost 1892.
JAMES S. LOWELL	734	Bath, Me.	E. Soule & Co.	Lost 1889.
JENNIE HALL	412	Columbia Falls, Me.	John Allen	Lost 1901.
JESSIE LENA	347	Belfast, Me.	J. Y. Cottrell	Wrecked 13 Mar.1912
JOHN ROSE	626	Wilmington, Del.	Jackson & Sharp	Lost 29 Aug.1911.
JOHN H. MAY	365	Milford, Del.	J. J.Abbott & Bro.	Wrecked 24 Dec.1912.
JOHN M. BROWN	452	Fairhaven, Conn.	H.H.Hanscom	Lost 30 Oct.1908.
JOHN R. PENROSE	455	Milford, Del.	T. Carlisle	Sold British 1921.
JOHN S. DAVIS	363	Bath, Me.	Goss & Sawyer	Lost 1902.
JOSEPH HILTON	438	Camden, Me.	H. M. Bean	Lost 1883/84.
JOSHUA BAKER	584	Waldoboro, Me.	Storer & Son	Lost 1891.
JOSIAH R. SMITH	704	Bath, Me.	Deering & Donnell	Lost 1895.
KATE B. OGDEN	625	Millbridge, Me.	J. W. Sawyer	Lost 29 Sept.1914.
KATIE J. IRELAN	705	Coopers Point, N.J.	S.V.Tilton	Lost 1897.
LAVINIA CAMPBELL	733	Kennebunkport, Me.	David Clark	Lost 1901/02.
LAWRENCE HAINES	256	Wiscasset, Me.	J.M.Haynes	Sunk 2 Oct.1905.
LEANDER V. PEEBE	749	Bath, Me.	Goss, Sawyer & Co.	Lost 1899.
LEWIS K. COTTINGHAM	524	Camden, N.J.	Morris & Mathis	Wrecked 18 Jan.1916.
LIZZIE BABCOCK	529	Dennisville, N.J.	R. S. Leaming	Lost 1904/05.
LIZZIE CHADWICK	472	Thomaston, Me.	Dunn & Elliot	Lost 3 Mar.1906.
LIZZIE H.PARTRICK	471	Milford, Del.	D. Lank	Wrecked 27 Nov.1911.
LUIS G. RABEL	583	E. Deering, Me.	George Russell	Wrecked 18 Nov.1906.
MABEL HOOPER	425	Rockland, Me.	A.F.Ames	Lost 1902.
MAGGIE G. HART	513	Waldoboro, Me.	Augustus Welt	Lost 1902/03.
MAMIE SAUNDERS	279	Marshallville, N.J.	Still	Sunk 24 Aug.1917.
MARTHA BROWER	644	Tuckahoe, N.J.	J. C. Sheppard	Lost 1885/86.
MARY B. WELLINGTON	308	New Bedford, Mass.	J. W. Howland	Lost 24 Sept.1918.
MARY L. ALLEN	329	Bath, Me.	William Rogers	Lost 1889/90.
MATTIE MAY	169	Baltimore, Md.	Skinner & Sons	Lost 1903.
MATTIE NEWMAN	354	Yorktown, Va.	N. V. Lane	Sold in London May'17.
MATTIE J. ALLES	229	Yarmouth, Me.	Hutchins & Stubbs	1932 seized rum-running sold to Nova Scotia; made auxiliary; out of registry 1937.
MAUD SNARE	279	Bangor, Me.	Crosby Bros.	Lost 1903.
MAUDE SHERWOOD	524	Newburyport, Mass.	George E. Currier	Sunk 5 July 1907.

1883, continued.

MAY O'NEILL	603	Camden, Me.	H.M.Bean	Lost 1898.
MEYER & MULLER	420	Belfast, Me.	Carter Bros.	Lost 1893.
MINA BELLE	468	Machias, Me.	John Shaw	Lost 1894.
MOLLIE J. SAUNDERS	559	City Island, N.Y.	David Carll	Lost 1890/91.
NATHAN EASTERBROOK JR.	712	West Haven, Conn.	Gesner & Marr	Lost 1892/93.
NATHANIEL LANK	281	Frederica, Del.	Nathaniel Lank	Lost 1891.
NELLIE A. DRURY	497	Thomaston, Me.	Dunn & Elliot	Lost 1888/89.
NELLIE W. CRAIG	492	Port Jefferson, N.Y.	J.M.Bayles & Son.	Wrecked 19 Aug.1915.
NINA TILLSON	647	Rockland, Me.	A.F.Ames	Lost 1895.
PALATKA	429	Belfast, Me.	C. P. Carter & Co.	Lost 1889.
PANCHITA	411	E. Machias, Me.	Charles J. Frye	Lost 1884/85.
R. D. SPEAR	352	Boydoinham, Me.	John P.Rideout	Lost 3 Nov.1908.
ROBERT MORGAN	582	Madison, Conn.	Miner & Son	Lost 1893.
ROBERT J. BARR	433	Camden, N.J.	Burton & Vanneman	Lost 1896.
S. G. HART	531	Waldoboro, Me.	William Fish	Lost 1898.
S. H. LEVIN	388	Lebanon, Del.	Wells & Hendrickson	Lost 1886.
SAMUEL B. VROOMAN	472	Pettys I., N.J.	Doughty & Kapelia	1890 rebuilt at Philadelphia as EDWARD G.HIGHT. 1918 sold Portugal; rn CECILIA.
SARAH A. FULLER	492	Camden, Me.	H. M. Bean	Missing Aug.1899.
SARAH D.J.RAWSON	387	Camden, Me.	Coombs & Day	Lost 1904/05.
SCOTIA	406	Belfast, Me.	Carter Bros.	Lost 20 April 1918.
SEBAGO	307	E. Deering, Me.	George Russell	Wrecked 17 March 1906.
SUE WILLIAMS	663	City Island, N.Y.	David Carll	Lost 1890.
SUSIE H. DAVIDSON	546	Camden, N.J.	Morris & Mathis	Lost 9 Feb.1917.
SYLVANUS G. HASKELL	347	Millbridge, Me.	Ezekiel Dyer	Lost 1886.
TENA A. COTTON	377	Milton, Del.	C.C.Davidson	Wrecked 4 Feb.1907.
THOMAS C. KENNEDY	338	Newcastle, Me.	Thomas E. Gay	Lost 1886/87.
THOMAS G. SMITH	513	Wilmington, Del.	Jackson & Sharp Co.	Wrecked 10 April 1910.
THOMAS L. JAMES	396	Fairhaven, Conn.	H.H.Hanscom	1918 sold French.
W.E. & W.L. TUCK	416	E. Boston, Mass.	Robert Crosbie & Son.	Ashore Apr.1916; refitted 1917 as HARBINGER; 1918 sold French.
WARNER MOORE	443	Newburyport, Mass.	Atkinson & Fillmore	Wrecked 3 June 1914.
WILLIAM A. HARBURY	714	Baltimore, Md.	Woodall & Co.	Lost 1892.
WILLIAM C. FRENCH	408	Newburyport, Mass.	Atkinson & Fillmore	Nov.1889 rn DICKY BIRD; lost 1896.
WILLIAM H.ALLISON	476	Camden, Me.	H. M. Bean	Lost 1896.
WILLIAM T. DONNELL	538	Bath, Me.	Deering & Donnell	Wrecked 4 Jan.1913
WILSON & HUNTING	418	Alexandria, Va.	Potomac Mfg. Co.	Lost 1905.

CAPTAIN FRANK WILSON'S PHOTOGRAPHS

We have received two list of photos for sale by Captain Frank A. Wilson, P.O.Box 921, Portland, Maine. Capt.Wilson carried a camera to sea for over 50 years, and his lists include dozens of New England schooners, as well as square-riggers and steamers. Many of the recent numbers of the "Maine Coast Fisherman" have included shots from his collection. His prices begin at $1.50 plus 10¢ postage for 5x7" glossy prints.

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PENDLETONS, continued from page 52.

The account of the ELIZA J.PENDLETON closes with a note that she became unmanageable in a heavy gale of wind and went to pieces; crew saved. This was on 22 Feb. 1906 off Fire Island, N.Y. Lester Lewis had received a return of only $901.77 on his investment of $1,050, but the commissions added a third more and put him in the black.

A recapitulation on pp.356-367 of Lewis' account book contains some illuminating figures on the returns from coasting schooners to small part owners. In the 8 vessels, Lewis had owned a total of 25/64, costing him $8,432.92. To 1 Jan.1912, this investment had returned $14,553.48 in dividends and $440.84 in commissions, and all the vessels were lost except the MARY L.CROSBY and F.C.PENDLETON. The latter subsequently paid $375 more in dividends on Lewis' sixteenth.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W.THOBER (Contd.from p.48)

1879

ARTHUR C. WADE	Bkn	523	Bath Me	William Robers	Portland Me
BOYLSTON	B	568	Bucksport Me	W. H. Genn & Co.	Boston
CHARLES G. RICE	B	716	Yarmouth Me	Hutchins & Stubbs	Portland Me
COMMODORE	S	1980	Yarmouth Me	Blanchard Bros	Boston
EUROPA	B	367	Madison Conn	Miner & Son	New Haven
G. M. STANWOOD	B	550	Harpswell Me	W.P.& J.N.Bailey	Portland Me
GUY C. GOSS	B	1572	Bath Me	Goss, Sawyer & Packard	Wareham Mass
HAVANA	B	649	Bath Me	William Rogers	New York
HENRY WARNER	Bkn	349	E. Deering Me	R. Lewis & Co.	Portland Me
I. L. SKOLFIELD	B	1432	Brunswick Me	Skolfield Bros.	Brunswick Me
J. B. WALKER	S	2179	Thomaston Me	Edward O'Brien	Thomaston Me
JENNIE HARKNESS	B	1373	Rockport Me.	John Pascal	Camden Me
MANUEL LLAGUNO	S	1733	Bath Me	John McDonald	New York
PARAMITA	S	1573	Freeport Me	Enos C. Soule	Portland Me
PATRICIAN	S	1254	Damariscotta Me	B. D. Metcalf	Damariscotta Me
RAE R. SHARP	Bkn	741	Dorchester NJ	Richard S.Leaming	Philadelphia
SOLITAIRE	S	1532	Bath Me	E. & A. Sewall	Bath Me
STEPHEN G. HART	Bkn	620	Waldoboro Me	Welt, Caldwell & Co.	St. George Me
THEODORE H. ALLEN	S	1537	Richmond Me	T. J. Southard & Son	Richmond Me.

(1879 was a lean year for wooden shipbuilders, and the SOLITAIRE received her name because she was the only vessel on the stocks at Bath at the time. The steam bark MARY & HELEN, 420 tons, was built at Bath by Goss, Sawyer & Packard in 1879, the first of a series of auxiliary craft built by that firm.)

1880

ALUMINA	B	293	Bath Me	Goss & Sawyer	New York
AUBURNDALE	B	628	Millbridge Me	J. W. Sawyer	Boston
CARRIE WINSLOW	B	944	E. Deering Me	George W. Russell	Portland Me
EMILY REED	S	1565	Waldoboro Me	A. R. Reed	New York
EMILY F. WHITNEY	S	1315	E. Boston Mass	Abiel Gove	Boston
FREEDA A. WILLEY	Bkn	554	Thomaston Me	Dunn & Elliott	Thomaston Me
GEORGE STETSON	S	1345	Bath Me	Albert Hathorn	Bath Me
GLENDON	S	1897	Kennebunkport Me	N.L.Thompson	Boston
JAMES DRUMMOND	S	1557	Phippsburg Me	C. V. Minott	Bath Me
JOHN DAIZLEY	Bkn	617	Milford Del	W. A. Scribner	Wilmington Del
LAPLAND	B	649	Bucksport Me	W. H. Genn & Co.	Boston
MATANZAS	B	712	Waldoboro Me	H. Kennedy & Co.	Waldoboro Me.
OLYMPUS	S	1110	Seabeck W T	Hiram Doncaster	Port Townsend
PAYSON TUCKER	Bkn	615	Bath Me	William Rogers	Portland Me
SARANAC	B	1081	Kennebunkport Me	N. L. Thompson	Boston
THOMAS M. REED	S	1938	Bath Me	A. Sewall & Co.	Bath Me
WANDERING JEW	Bkn	667	Greenport N Y	Smith & Terry	Greenport N Y
WILLIAM W. CRAPO	B	1648	Bath Me	Goss,Sawyer & Packard	New Bedford Mass
WILNA	S	1487	Freeport Me	Briggs & Cushing	Portland Me
WRESTLER	Bkn	471	Port Ludlow W T	Hall Bros.	San Francisco

(1880 was another bad year. The barkentine WANDERING JEW lay for months on the stocks at Greenport before finally being launched, and there are indications that the EMILY F. WHITNEY was similarly delayed in building, since, although she was first documented in December 1880, the classification society registers give her as completed in 1879. Goss, Sawyer & Packard also built the steam auxiliary bark BELVEDERE, 440 tons, a whaler like the MARY & HELEN.)

1881

A. J. FULLER	S	1849	Bath, Me.	John McDonald	New York
ADOLPH OBRIG	B	1448	Rockport Me	John Pascal	Camden Me
ALICE	B	859	N.Weymouth Mass	N. P. Keen	New York
ARABIA	S	2081	Bath Me	Houghton Bros	Bath Me
AU SABLE	Bkn	548	E. Deering Me	George W. Russell	Portland Me
BENJ. F. HUNT JR.	B	1190	Newburyport Mass	George E. Currier	Newburyport
C. P. DIXON	B	728	Belfast Me	J. Y. Cottrell	New York
C. SOUTHARD HULBERT	B	1080	Richmond Me	T. J. Southard & Son	Richmond Me
CHARMER	S	1881	Bath Me	William Rogers	Boston
COWLITZ	B	779	Bath Me	Goss & Sawyer	New York
DAKOTA	S	1271	Bath Me	William Rogers	Bath Me
DIDA E. CLARK	Bkn	503	Harpswell Me	P. C. Merryman	Harpswell Me
E. E. SUTTON	S	1827	Bath Me	Hitchcock & Blair	New York
ETHEL	B	654	Portland Me	D. Brewer	Portland Me
FLUORINE	B	298	Bath Me	Goss & Sawyer	New York
GEN. KNOX	S	2218	Thomaston Me	Edward O'Brien	Thomaston Me
IROQUOIS	S	2121	Bath Me	A. Sewall & Co.	Bath Me
JACOB E. RIDGEWAY	S	1803	Bath Me	Goss & Sawyer	Philadelphia
JOSEPH B. THOMAS	S	1938	Thomaston Me	S. Watts & Co.	Thomaston Me
KITSAP	Bkn	694	Port Ludlow W T	J. J. Beaton	Port Townsend WT
KLIKITAT	Bkn	493	Coos Bay Ore	John Kruse	San Francisco
LEVI S. ANDREWS	Bkn	669	Thomaston Me	S.S.Gerry & Co.	Thomaston Me
LUZON	S	1391	E. Boston Mass	Smith & Townsend	New York
MARY WINKELMAN	Bkn	532	Seabeck W T	Hiram Doncaster	San Francisco
PARKER M. WHITMORE	S	2205	Bath Me	A. Hathorn	Bath Me
RETRIEVER	Bkn	548	Seabeck W T	Hiram Doncaster	Port Townsend
REUCE	S	1925	Kennebunkport Me	N. L. Thompson	Richmond Me
ROSE-INNES	B	835	Bath Me	William Rogers	Portland Me
SHIRLEY	B	785	Belfast Me	George W. Cottrell	New York
TACOMA	S	1739	Bath Me	Goss & Sawyer	Bath Me
UNCLE JOHN	Bkn	335	Eureka Calif	Charles Murray	San Francisco
W. H. DIMOND	Bkn	391	San Francisco	Matthew Turner	San Francisco
W. H. LINCOLN	S	1727	Newburyport Mass	John Currier Jr.	Boston
WILLIAM J. ROTCH	S	1718	Bath Me	Goss Sawyer & Packard	New Bedford

(Goss, Sawyer & Packard also built the whaler NORTH STAR, steam bark of 489 tons)

.....SOME COMPARATIVE STATISTICS FOR TWO SIX-YEAR PERIODS:

		1870-1875 Number of vessels	%	1876-1881 Number of vessels	%
Region Where Built					
	Maine	224	66.7	199	74.3
	Massachusetts	75	22.3	37	13.8
	Other East Coast	25	7.4	18	6.7
	West Coast	12	3.6	14	5.2
	Total.....	336		268	
Rigs	Ships	140	41.7	116	43.3
	Barks	125	37.2	117	43.7
	Barkentines	71	21.1	35	13.0
		Average tonnage			
	Ships	1481		1618	
	Barks	700		780	
	Barkentines	500		554	
	All rigs	983		1114	

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER SIX 61 JULY 1953

THE SHIPBUILDERS OF BATH, ME.

As every reader of LOG CHIPS is aware by now, the Kennebec River waterfront of Bath, Maine, was the leading wooden shipbuilding center of the United States from some time in the middle of the 19th Century until World War I. It also, unlike most North American wooden shipyard ports, turned to iron and steel construction, which is still actively carried on by the Bath Iron Works.

Commencing in this number of LOG CHIPS, we plan to run a series of studies of the Bath shipyards, after the fashion of the Humboldt Bay, Coos Bay, Thomaston, and Port Jefferson series that have previously appeared in these pages. The major sources of information will be the Bath carpenters' certificates for the period 1870-1905, now in the National Archives; Fen.C.Barker's "Complete Schedule of Vessels," covering the District of Bath for the years 1781 to 1879; and a series of articles that were published in the Bath "Anvil" in 1907 and 1908, for copies of which we are indebted to Lt.Comdr.W.J.L.Parker, U.S.C.G.

I. KELLEY, SPEAR & Co.

Toward the end of the sail period, the building of schooner barges was an important phase of wooden shipbuilding, and the leading Bath yard in this work was that of Kelley, Spear & Co. The senior partner, Captain John Rooke Kelley, was born in Phippsburg, a few miles below Bath on the Kennebec, on 14 June 1828, son of Captain Francis Kelley.

Among the vessels commanded by Capt. Francis Kelley were the schooner MADAWASKA, barks ISABELLA and TONQUIN, and ships GENOA and SAMARITAN. In the SAMARITAN, owned by Clark & Sewall, he is said to have run from Savannah to Liverpool in 14 days, carrying nothing above topsails all the way. Capt.Francis took his son John to sea with him as a boy in the ISABELLA in 1844, and in 1849 turned over the GENOA to him to take home from New Orleans.

Captain John later commanded the ships JOHN DAVENPORT and JENNIE EASTMAN, and in 1865 took the screw steamer MONTANA, built by the Pattens, which went out to the West Coast for the San Francisco-Portland run. In 1867 he took out the side-wheeler NEVADA, which operated between Panama and San Francisco in competition with the Pacific Mail steamers. In 1869 he returned to Bath to take command of the new Patten full-rigger NIMBUS. Together with Charles Davenport, who had begun as a clerk in the Patten office, he owned substantial interests in the last Patten vessels, and finally retired from the sea to manage his vessel interests. He took command of the ASTORIA in 1875, the FLORENCE, named for his daughter, for one voyage in 1877, and the TACOMA for her first voyage in 1881. In 1882 he had the CHARLES E.MOODY built by Goss & Sawyer, following her the next year with the BENJ.F. PACKARD and E.F.SAWYER.

The firms of Goss & Sawyer and Goss, Sawyer & Packard were reorganized as the New England Shipbuilding Co. in 1884. Elijah F.Sawyer remained with the new firm as its master shipbuilder until November 1886, when, owing to some unrecorded disagreement, he left, together with the boss blacksmith, D.Howard Spear, and with Captain John R. Kelley they formed the firm, Kelley, Spear & Co. Their first site was leased from William Rogers (the old Trufant & Drummond yard), but in 1889 they acquired the old Frank O.Moses yard just to the south of it. Later they bought the Larrabee & Allen site from Charles E.Moody, and finally about 1904 bought the Rogers yard, giving them one of the largest shipyard locations in the city of Bath.

Here is their list:

		1887	owners
Bark	SILICON	448	McKay & Dix, NY
2m.Sch	JANE GRAY	112	Wm.Kelley, S.F.
3m.Sch	RICHARD F.C. HARTLEY	469	R.F.C.Hartley
4m.Sch	CLARA GOODWIN	945	Jn.R.Kelley
		1888	
2m.Sch	JAMES A.GRAY	130	Geo.A.Emery

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1888, continued

Scow	(unnamed)		
Stm.Bk	WILLIAM LEWIS	462	Wm.Lewis, N.Bd.
3m.Sch	MYRA W. SPEAR	156	Jn.R.Kelley
3m.Sch	FRANK S.WARREN	568	Jn.R.Kelley

1889

4m.Sch	MASSASOIT	1377	Wm.H.Phillips
3m.Sch	JOEL COOK	401	P.Fitzpatrick
4m.Sch	O.H.BROWN	1051	T.S.P.Brown
3m.Sch	LONGFELLOW	267	Jn.R.Kelley
2m.Sch	BREAK OF DAY	123	Chas.E.Moody

1890

4m.Sch	CHARLES DAVENPORT	1297	Jn.R.Kelley
3m.Sch	ALBERTINE ADOUE	716	N.K.Rich
3m.Sch	BERTHA LOUISE	231	A.H.Skinner
3m.Sch	CLARA A.PHINNEY	480	Jn.C.Shaw
4m.Sch	GLENWOOD	1649	Jos.H.Church
3m.Sch	NILA B. KIMBALL	215	Jn.P.Kelley
2m.Sch	HERALD OF THE MORNING	198	Chas.E.Moody

1891

4m.Sch	FANNY C.BOWEN	1007	Jos.A.Bowen
3m.Sch	D.HOWARD SPEAR	547	Jn.R.Kelley
4m.Sch	BENJAMIN A. VAN BRUNT	1191	Edwin L.Pearce
3m.Sch	ALICE J.CRABTREE	378	Oscar L.Crabtree
3m.Sch	DAISY FARLIN	466	F.C.Curtis
3m.Sch	COLLINS W.WALTON	450	Theodore Burton
3m.Sch	J.PERCY BARTRAM	371	J.B.Jacobson

1892

4m.Bktn	JAMES W.ELWELL	1192	Jn.R.Kelley
Stm.Bk	MARCH	494	Wm.Lewis, N.Bd.
Scows	(Two; unnamed)		
3m.Sch	FREDDIE HENCKEN	500	K.Hencken
St.Wol.	J.S.DANFORTH	241	J.S.Danforth
3m.Sch	ROBERT P. CHANDLER	281	Robt.P.Chandler

1893

Raft boat	(unnamed)		
Scows	(two; unnamed)		
St.Tug	ELEANOR L.WRIGHT	96	(Portland, Me.)
Barge	SAN FERNANDO	334	E.Tomeu
Barge	TINIMA	336	E.Toneu
3m.Sch	MARGARET B.ROPER	414	Jn.L.Roper

1894

3m.Sch	REBECCA R.DOUGLAS	475	E.L.Douglass

1895

Dredge	(unnamed)		
Scow	(unnamed)		
Sch.Brg.	ROSEMONT	708	Staples Coal Co.
Sch.Brg.	DEVON	724	Staples Coal Co.
Sch.Brg.	WAYNE	820	Staples Coal Co.
Sch.Brg.	ARDMORE	821	Staples Coal Co.

1896

3m.Sch	EDWARD SMITH	440	E.C.Smith,N.Y.
Sch.Brg.	RONDOUT	831	Del.& Hudson Co.
Sch.Brg.	WILKINSON	448	Del.& Hudson Co.
Slp.Brg.	DIGHTON	282	Staples Coal Co.
Slp.Brg.	SOMERSET	283	Staples Coal Co.
Sch.Brg.	JORDAN BELLE	1593	Wm.H.Bease
Sch.Brg.	CLARA	828	Comml.T.B.Co.
Sch.Brg.	DORA	825	Comml.T.B.Co.

1897

Sch.Brg.	PILGRIM	1215	Garfield & Proctor, Bost.
4m.Sch	CHARLES G. ENDICOTT	856	Geo.Bailey

1898

Stm.Ferry	GENERAL KNOX	427	Me.Cent.RR Co.
Barge	A	944	B., S., W.Co.
Barge	BLACK, SHERIDAN, WILSON CO.No.B	936	B., S., W.Co.
Slp.Brg.	WARREN	283	Staples Coal Co.
Sch.Brg.	FALL RIVER	850	Staples Coal Co.
Sch.Brg.	WINTHROP	841	Staples Coal Co.
Sch.Brg.	FOSTER	841	Staples Coal Co.
Sch.Brg.	GIBSON	839	Staples Coal Co.
Sch.Brg.	GRANT	835	Staples Coal Co.
Sch.Brg.	DUNLO	840	Staples Coal Co.
4m.Sch	MASSACHUSETTS	501	E.C.Smith, N.Y.
Sch.Brg.	NUMBER 10	897	Consolidation
Sch.Brg.	PARKS	474	Staples Coal Co.
Sch.Brg.	BOYD	473	Staples Coal Co.

1899

Sch.Brg.	WILMORE	844	Staples Coal Co.
Sch.Brg.	THAXTER	843	Staples Coal Co.
Sch.Brg.	DARBY	1513	Staples Coal Co.
Sch.Brg.	SUNBURY	1544	Staples Coal Co.
Sch.Brg.	MALVERN	844	Staples Coal Co.
Sch.Brg.	OXFORD	836	Staples Coal Co.
Sch.Brg.	PEMBERTON	839	Staples Coal Co.
Sch.Brg.	UPTON	843	Staples Coal Co.
Sch.Brg.	NUMBER 11	952	Consolidation
Sch.Brg.	BLACK, SHERIDAN, WILSON Co.NO.C	1035	B.,S., W.Co.
Sch.Brg.	NUMBER 18	936	Consolidation
Sch.Brg.	NUMBER 19	932	Consolidation
Sch.Brg.	NUMBER 20	940	Consolidation
Sch.Brg.	TIPTON	830	Staples Coal Co.
Sch.Brg.	SOLUS	839	Staples Coal Co.
Sch.Brg.	EDITH	859	Comml.T.B.Co.
Sch.Brg.	OHIO	1629	Coastwise SS Co.

1900

St.Tug	COHANNET	69	Staples Coal Co.
4m.Sch	CALUMET	1241	D.S.Emery
Sch.Brg.	ELK GARDEN	847	Davis Cl.& Coke
Sch.Brg.	HAMPSHIRE	830	Davis Cl.& Coke
Sch.Brg.	NORTON	489	Staples Cl.Co.
Sch.Brg.	SHARON	482	Staples Cl.Co.
Sch.Brg.	FLORA	865	Comml.T.B.Co.
Sch.Brg.	GRACE	877	Comml.T.B.Co.
3m.Sch	HELENA	619	A.H.Bull, N.Y.
4m.Sch	BEDFORD	1351	D.S.Emery
Sch.Brg.	HAVANA	1617	Staples Cl.Co.

1901

Sch.Brg.	MATANZAS	1579	Staples Cl.Co.
Sch.Brg.	CARDENAS	1576	Staples Cl.Co.

1901, continued

Sch.Brg.SAGUA	1585	Staples Cl.Co.
4m.Sch CHARLES S.HIRSCH	620	C.S.Hirsch

The CHARLES S.HIRSCH was the last vessel completed by the partnership of Kelley, Spear & Co., as the firm was incorporated in 1900 as the Kelley-Spear Co. Capt.Kelley was president until his death on 12 May 1901; Spear was treasurer; and Sawyer superintendent. E.F.Sawyer was president from 1901 until his death in September 1906, when D.H.Spear became president and Harry B.Sawyer, son of Elijah, treasurer. The shares in 1907 were all held by the Spear and Sawyer families.

Barge building, which the Kelley-Spear firm had begun in 1893 with the TINIMA and SAN FERNANDO for Cuban owners, and which had been continued for such firms as the Staples Coal Co.of Taunton, Mass., Consolidation Coal Co.of Baltimore, Commercial Tow Boat Co.of Boston, and Davis Coal & Coke Co. of Baltimore, still was the main interest of the yard. Here is the list continued:

1901, continued

Sch.Brg.WHITMAN	477	Staples Cl.Co.
Sch.Brg.ROCKLAND	481	Staples Cl.Co.
Slp.Brg.WEIR	311	Staples Cl.Co.
Slp.Brg.NEWPORT	312	Staples Cl.Co.
4m.Sch FREDERICK W.DAY	613	F.J.Hinckley

1902

Sch.Brg.CIENFUGOS	1915	Staples Cl.Co.
Sch.Brg.SANTIAGO	1918	Staples Cl.Co.
4m.Sch LIZZIE M.PARSONS	655	F.S.Pendleton
Stm.Tug JOHN G.CHANDLER	110	Comml.T.B.Co.
Stmr. NORUMBEGA	304	Me.Central Ry.
4m.Sch SAMUEL P.BOWERS	626	C.S.Hirsch
Sch.Brg.CHARLES K.NICHOLS	820	Hudson Trans.Co.

1903

4m.Sch COHASSET	965	D.S.Emery
Sch.Brg.GWENNIE	1097	B.&.B.Brg.Co.
Sch.Brg.LIBERTY	1587	C.E.McWilliams
4m.Sch GEORGE W.TRUITT	690	G.W.Elzey Jr.
St.Scow RELIANCE	251	Noble Maxwell
3m.Sch FRANK HUCKINS	545	C.S.Hirsch
Sch.Brg.J.CARLTON HUDSON	880	E.G.Taulane
Sch.Brg.ANNIE	1098	B.& B.Brg.Co.

1904

Sch.Brg.BEATTIE	1117	B.& B.Brg.Co.
Stm.Tug QUEQUECHAN	76	Staples Cl.Co.
4m.Sch SALISBURY	597	G.R.Heffner
4m.Sch FRONTENAC	1704	D.S.Emery
4m.Sch ANTHONY D. NICHOLS	680	Nichols Bros.
4m.Sch LOUIS BOSSERT	605	L.Bossert & Sn.
4m.Sch GEORGE W. TRUITT JR.	779	J.R.Eskridge

1904, continued

Sch.Brg.HORACE A.ALLYN	859	Penn Gas Cl.Co.
Sch.Brg.CHARLES F. PRICHARD	861	Penn Gas Cl.Co.
4m.Sch JOHN BOSSERT	601	L.Bossert & Sn.
Sch.Brg.BERKLEY	650	Staples Cl.Co.
Sch.Brg.BRISTOL	653	Staples Cl.Co.
Sch.Brg.GEORGE R. STETSON	675	Penn Gas Cl.Co.

1905

4m.Sch ORLEANS	751	R.R.Freeman
4m.Sch FRANCES HYDE (Aux)	739	Benvenue Granite Co., N.Y.

1906

Car float (unnamed)		Erie R.R.Co.
Scow (unnamed)		
Scow HERCULES	233	(Portland, Me.)
Car float NO.9		
Ferry scow NO.1		(New York)
Scows NO.1 to NO.5	389	to 408 (N.Y.)

1907

Scows NO.6 to NO.10	398	to 404 (N.Y.)
Sch.Brg.S.T.CO.NO.2	526	Sagadahoc Twg.Co.
Dredge (unnamed)		
Sch.Brg.SMYRNA	741	N.Y.,Ont.& W.Ry.
Sch.Brg.CADOSIA	756	N.Y.,Ont.&W.Ry.
Sch.Brg.SIDNEY	745	N.Y.,Ont.& W.Ry.
Barge S.T.Co.NO.4	526	Sagadahoc Twg.Co.
Scow MADELAINE	408	(Bath, Me.)

1908

Sch.Brg.HENRY ENDICOTT	866	(Boston)

1909

St.Tug. CHARLES W.PARKER JR.	277	Comml.T.B.Co.

1911

Stmr. MERIDA	628	Atl.& Car.S.N.Co.
Sch.Brg.HELEN	1285	Comml.T.B.Co.
Sch.Brg.FALL RIVER	1759	Staples Tr.Co.

1912

Sch.Brg.CHATHAM	1812	Staples Tr.Co.
Sch.Brg.MOUNT HOPE	1801	Staples Tr.Co.
4m.Sch WILLIAM C.MAY	710	J.C.Davis
Stmr. EUREKA	471	Rowe Bros.Co.
Sch.Brg.RAHN	932	Lehigh C&N Co.
Sch.Brg.MAINE	1110	P.Dougherty Co.
Sch.Brg.JOHN H.WINSTEAD	841	Eastrn.Tr.Co.

1913

Sch.Brg.IRWIN	1305	Penn Gas Cl.Co.
Sch.Brg.PENN	1849	Penn Gas Cl.Co.
Sch.Brg.IRENE	1206	Comml.T.B.Co.

1915

Sch.Brg.WOLLASTON	1378	Staples Tr.Co.
Sch.Brg.ATLANTIC	1900	Staples Tr.Co.
Sch.Brg.LARIMER	1584	Penn.Gas Cl.Co.

1916

Sch.Brg.WESTMORELAND	1593	Penn.Gas Cl.Co.
Sch.Brg.NORTHERN NO.6	1602	Northrn.Tr.Co.

1917

Sch.Brg.NORTHERN NO.7	1631	Northrn.Tr.Co.
Sch.Brg.MANOR	1603	Penn Gas Cl.Co.
Sch.Brg.SAMUEL W.FANCHER	1972	J.B.King Co.

(continued on p.65)

BOOK REVIEWS

WOODS HOLE OCEANOGRAPHIC INSTITUTION, "Marine fouling and its prevention," x, 388 pp.; ill. Annapolis, Md., U.S.Naval Institute, 1952. Price $10.

Prepared for the Bureau of Ships of the U.S.Navy, this volume has two chapters of historical interest. Chapter 11 is the history of the prevention of fouling; 12 describes the invention of protective devices.

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CARLTON, D., "Navigation today: a special exhibition held at the Science Museum, London, from April - September 1953," v, 21 pp., 7 pl. London, H.M.Stationery Office, 1953. Price 1s 6d.

This is a catalog of an exhibition of aircraft and surface navigation instruments, illustrative of the present state of the art.

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LIND, James, "Lind's treatise on scurvy. A bicentenary volume containing a reprint of the first edition of 'A treatise of the scurvy by James Lind, M.D.' with additional notes," edited by Dr.C.P.Stewart and Dr.Douglas Guthrie, xi, 449 pp.; 4 pl. Edinburgh, University Press, 1953. Price 45/-.

A chapter on scurvy in the 19th Century and after has been added. Scurvy is closely associated with seafaring during that period, and the measure adopted to prevent it in British ships resulted in the application of the nickname "lime-juicer" first to British vessels and later, during World War I (by Americans) to Britishers in general.

It is interesting to note that the law requiring British ships to issue lime or lemon juice, sugar, and vinegar after 10 days on salt provisions was enacted in 1844 as 7 & 8 Vict., c.112, #18. An identical U.S.law was enacted on 7 June 1872, but by this time 28 years of usage had firmly established the nickname although the earliest use of it in print so far discovered is in 1876.

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BRUMMHÜSEL, Hannes, "1000 Worte Marinedeutsch; ein derbes, aber lustiges Wörterbuch," 90 pp. C.Lohse, Wilhelmshaven, 1950. Price DM 3.80.

The second edition of a work first published in 1933, this is an interesting collection of technical terms, naval slang, and nautical expressions. It will prove useful to anyone who has to put contemporary German maritime literature into idiomatic English, particularly where dialog or direct quotations are involved.

In addition to the glossary of 1000 words, there is additional text illustrating the language of the sea, including a description of the 24 hours on board a warship in harbor.

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INGLETON, Geoffrey Chapman, "True patriots all, or news from early Australia,- as told in a collection of broadsides," viii, 280 pp.; ill. Sydney, Angus & Robertson, 1952. Distributed in USA by Anglobooks, New York City. Price $3.50.

In a handsome 8½ x 11" volume with colored frontispiece are reproduced 166 broadsides and other contemporary accounts made up in the style of broadsides covering events connected with Australia during the period 1786 to 1857. A few are presented in facsimile, but most have been reset more or less verbatim from the original sources.

Naturally many of the items, particularly in the earlier part of the work, deal with maritime affairs. Thus there are journal extracts telling of voyages to Botany Bay as early as 1788; shipwrecks and rescues; convict ship voyages and escapes; acts of piracy; and auction notices for prizes.

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HÖVER, Otto, "Von der Kogge zum Clipper; zur Entwicklung des Segelschiffes," 55 pp., 28 pen drawings by Günther Westphal; index. Hamburg, K.F.Wede, 1948. Price DM 3.30.

This little volume is by the author of "Von der Galiot zum Fünfmaster," a man who knows his subject thoroughly. It sketches the evolution of the sailing ship in North Europe from the 12th Century to the present time. The illustrations start with the Oseberg ship of 800 AD and end with the SOVEREIGN OF THE SEAS of 1852.

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GERMAN PERIODICAL RESUMED

The German Hydrographic Institute has resumed publication as a quarterly of Der Seewart, a nautical journal of the German merchant marine, which was first established in 1932 and was suspended in January 1945. It emphasizes the relationship between the natural forces of the sea -- winds, currents, and magnetism -- and the problems of the mariner. The second number has a discussion of the tribulations of PANIR in the English Channel and Bay of Biscay in January 1952.

VILLIERS, Alan, "The CUTTY SARK; last of a glorious era," with an introduction by H.R.H.The Duke of Edinburgh, 96 pp; 32 ill. London, Hodder & Stoughton, 1953. 8s 6d.

There is nobody better qualified today to write a history of the CUTTY SARK than Alan Villiers, and he has produced this little volume on behalf of the CUTTY SARK Preservation Society, of which the Duke of Edinburgh is patron.

Though there are those who will still argue that the THERMOPYLAE or ARIEL were faster vessels, it is beyond dispute that the CUTTY SARK was one of the fastest sailing vessels of her tonnage ever produced. Her survival from 1869 to the present is one of the fortunate coincidences of history, when practically every other sailing vessel of the 19th Century has been disposed of. Her continued survival is in the hands of the readers of LOG CHIPS, along with anyone else who contributes to her preservation. One way of so doing is through the purchase of this book, as all royalties will be added to the fund.

SAILING SHIP NEWS

ALEJANDRINA, Chil.hulk. (built 1886 as 4m. bk.ANDALINA), Hulked Puntarenas 1922. In War II towed with coal from Mina Elena to B.Aires by stmrs.of Cie.Chilena de Nav.Interoceanica. 1952 towed by Chil. Navy tugs to San Antonio for scrapping; sank there 6 Aug.1952.

ANDALUCIA, Chil.hulk. (Built 1899 as Fr.4m. bk.VILLE DE MULHOUSE.) Hulked 1928 at Puntarenas. War II service as above. Now Chilean Naval hulk at Puntarenas.

ATLANTIC, aux.3m.sch.yacht. Built 1903; holder of transatlantic sailing record in 1905; August 1953 being scrapped at Bordentown, N.J.

ATLANTIC, aux.3m.sch.yacht. Built 1923 and now owned by Texas A.& M.Res.Found. Has been commissioned honorary flagship of the Texas Navy.

CARL VINNEN, aux.5m.sch. Recently sold by court order for DM 136,000; Schliewen paid DM 965,000 for her last year.

DANMARK, Dan.aux.tr.ship. Arr.Copenhagen from Bermuda about 8 May.

DAR POMORZA, Pol.aux.tr.ship. Left Gibraltar 3 July for Gdynia; passed Dover 22 July.

ELIA, Chil.hulk. (Built 1891 as ship OTHMARSCHEN). 1922 as LUCY conv.to floating machine shop for Cia.Sudamericana de Vapores; rn.VICTOR ARANDA. 1942 bought by J.Oelckers to run as coal barge with tug LEON. 1952 pair bought by Soc.Naviera del Sur; rn ELIA and ABUMANDO. Broken up early 1953 at Valparaiso.

FANTOME, Br.aux.4m.sch.yacht. Left Seattle 13 June for Montreal; may not be junked.

HAMPTON ROADS, Pan.aux.2m.sch. (built 1929 as GADFLY II; recently Virginia pilot bt.) After 3 attempts, left Norfolk 8 Aug.1953 for Bahamas; abandoned sinking off N.Carolina 9 Aug.; crew of 2 resc.by tkr. GULF SERVICE.

MERCATOR, Belg.aux.tr.bktn. 8 May.arr Teneriffe.from Antwerp; 5 June left Fort de France; 16 June arr N.Y.; left 25th; 5 July arr Quebec; left 10th. Had sailed from Antwerp 23 April and passed Dover 25t

RESEARCH, H.M.aux.bgn. Is being broken up without ever having been commissioned.

SUSAN VITTERY, Irish aux.sch. (built 1859 at Dartmouth as BROOKLANDS.) 6 April lost near Tuskar Light, bound Dunsgaven to Dublin.

VICTORY, H.M.S. Has been troubled with death-watch bettles in her frame. It is proposed to treat them with X-ray, which, though it might not kill the beetles would sterilize them and prevent the next generation.

(With thanks to Harold Huycke, Gordon Jones, and Alec Brown for items.)

KELLEY-SPEAR LIST (continued from p.63)

	1918	
Sch.Brg.OSCEOLA	1621	Westmoreland Cl.
Stmr. COLUMBINE	2551	U.S.Shipp.Bd.
	1919	
Sch.Brg.FALMOUTH	2236	Staples Tr.Co.
Sch.Brg.WINNEGANCE	1327	U.S.Shipp.Bd.
Sch.Brg.NEW MEADOWS	1327	Neptune Line
	1921	
Sch.Brg.BARNSTABLE	1626	Staples Tr.Co.
Sch.Brg.BOURNE	1626	Staples Tr.Co.
	1923	
Sch.Brg.WINSOR	1034	Westmoreland
Sch.Brg.HUTCHISON	1034	(both) Coal Co.

The WINSOR and HUTCHISON must have been the last wooden vessels of any size built on the Kennebec, closing a story that began with the pinnace VIRGINIA in 1607.

MORE ON FIVE-MASTER BRIGHT

Captain Frank A.Wilson of 245 York St., Portland, Me., whose photographs we mentioned in April LOG CHIPS, has sent us a very fine print of the schooner BRIGHT, which shows her with five topmasts, the rig she carried on the East Coast until she was cut down to a barge.

THE PENDLETONS OF ISLESBORO

III. (Continued from pp.51-58.)

Lester A. Lewis' account book gives a picture now almost unattainable of the individual who was in many respects the backbone of the Maine shipbuilding industry in the last days of sail -- the investor, not himself directly connected with the sea, who put up his capital solely for the expectation of returns rather than for the sake of selling something to the vessel or transacting some of her business. His ledger shows that his schooner interests were only part of his financial picture, as he owned a dairy farm in New York State and from time to time built row houses or apartments as speculations in Brooklyn.

After 1891, Lewis did not participate in the financing of Pendleton vessels. Perhaps the grandchildren of Mark Pendleton Jr. were numerous and affluent enough by this time to float their own schooners, without assistance from their fathers and uncles. At any rate, a new cycle of building began in 1899 with the four-master PENDLETON BROS, in which F.S.Pendleton owned 9/64 was was registered as managing owner.

The three-master PENDLETON SISTERS followed in 1900, also from the Carter shipyard, which was taken over by F.C.Pendleton, while the BRINA P.PENDLETON in 1902 and a second PENDLETON BROTHERS in 1903 were also four-masters. Besides these new vessels the Pendletons began to build up a vast fleet of second-hand coasters. Back in the '70's Mark Pendleton had run the two-master SAXON, and in the early '90's the three-masters PENOBSCOT of 1882 and WILLIAM FREDERICK of 1874 came under Pendleton management. Now they began to add extensively to their fleet. A Department of Commerce & Labor report in 1909 credits them with owning outright about 20 sailing vessels and having an interest---1/16 or more---in 80 others.

Some of these they renamed; thus, the JAMES BOYCE JR. was renamed ISLESBORO in 1902; the CACTUS in 1905 MARK PENDLETON; the GILBERT BROTHERS a few years later R.P.PENDLETON; and the STANLEY H.MINOR about the same time ALICE L.PENDLETON. The MYRA B.WEAVER became engaged in a lawsuit in 1901 after being ashore on Marthas Vineyard, and F. C.Pendleton, after winning the suit, determined to rename her PENDLETON'S SATISFACTION. The Bureau refused to allow the apostrophe, and insisted that she be documented PENDLETON SATISFACTION, but the name was painted on her as Fields Pendleton preferred it, in spite of the different spelling on her official papers. In 1906 a second PENDLETON SISTERS was built at Belfast, the last new construction that the Pendleton interests undertook until World War I.

A tabulation of vessels owned as managers by the Pendletons made for us by R.B. Applebee includes 34 schooners, barks and barkentines up to the year 1909, in addition to those already named, with 18 or 20 more added in the next half-dozen years. In this period the firm of Pendleton Brothers, with offices on South Street, New York City, operated an extensive shipbrokering business, chartering many other vessels in addition to those owned by the family. This firm was composed of two of Fields C. Pendleton's sons, Fields S. and Edwin S. The elder Fields had by this time retired to Islesboro, but still kept an active interest in the business. One who was connected with the firm in those years tells us that difficult decisions were always referred to Islesboro, but it was soon learned that the Islesboro Pendletons never answered any letters.

The picture that has come down to us of the firm is of a group of hard-headed business men, "money-makers and no spenders," embroiled in frequent lawsuits, but treating their captains well, "especially when it paid them to do so," as one source adds.

In the same period, there is also listed the Pendleton Shipbuilding & Navigation Co. with offices at 77 South Street, New York City, Winfield S.Pendleton, secretary. Possibly at this time the Belfast yard was being operated to repair the Pendleton fleet, but we have no information on this point. The only vessel built by the Pendletons at Belfast after 1906 was the four-master BLANCHE C.PENDLETON in 1920.

Another shipbuilding venture was entered into at Noank in 1917 with the construction of the five-masted auxiliary VIRGINIA PENDLETON; she was sold when new and was renamed ASIA. Nearby at Mystic (or perhaps in the same yard), Pendleton Brothers built the four-master KINGSWAY in 1918 and the four-master VIRGINIA PENDLETON in 1919. The latter is listed as a composite vessel, though it is likely that she had wooden frames.

Simultaneously at Bath Pendleton Bros. are credited with building the four-masters BRINA P.PENDLETON in 1918 and ANNA G.LORD in 1919, both for their own account. The new schooner HAUPPAUGE, torpedoed in May 1918, was repaired and renamed ALICE L. PENDLETON. (To be continued)

THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.57

1882

AARON REPPARD	459	Pettys I., N.J.	Dougherty & Kapella	Wrecked 16 Aug.1899.
ABBIE C. STUBBS	345	New Haven, Conn.	H. H. Hanscom	Junked Jonesport, '33.
ABBOTT W. LEWIS	596	E. Boston, Mass.	J. M. Brooks	Lost early in 1890.
ADELE THACKARA	552	Milton, Del.	C. C. Davidson	Lost 1904.
ALICE ARCHER	471	Bath, Me.	A. Sewall & Co.	Foundered Jan.1902.
ALICE MONTGOMERY	732	Bath, Me.	Deering & Donnell	Lost 1888.
ANGIE L. GREEN	434	Coopers Pt., N.J.	Morris & Mathis	Lost 1898.
ANNIE WALLACE	40	Elizabeth City, N.C.		Lost 1898.
ANNIE B. HOFFSES	451	Waldoboro, Me.	H. Kennedy & Co.	Lost 1887/88.
ANNIE E. RICKERSON	250	Franklin, Me.	McNeil	Lost early in 1902.
ANNIE F. CONLON	591	Portsmouth, N.H.	W. F. Fernald	Submarined 3 Oct.1917.
ANNIE J. PARDEE	681	Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1894/95.
ANNIE T. BAILEY	448	Bath, Me.	Goss & Sawyer	Lost 1901 or 1902.
BAYLIES WOOD	593	E. Boston, Mass.	R. Crosbie & Son	Lost 1887.
BENJAMIN FABENS	723	E. Boston, Mass.	J. M. Brooks	Jan.1893 rn. HELEN M. ATWOOD, 18 Feb.1907 wrecked on Arenas Bank, Puerto Rico.
BENJAMIN HALE	597	Newburyport, Mass.	Atkinson & Fillmore	Oct.1893 rn. MILLIE J.H. Lost 1897.
BERTHA DEAN	750	Bath, Me.	Packard & Haggett	Lost 1902.
BESSIE WHITING	559	Port Jefferson, N.Y.	J.R.Mather	Wrecked 11 Jan.1918.
BEULAH LAND	165	Bridgeton, N.J.	Mark Huling	Dismantled 1930.
CARRIE STRONG	473	Thomaston, Me.	Dunn & Elliot	Foundered July 1916.
CARRIE A. BUCKNAM	287	Verona, Me.	William Beazley	Sold British 1921/2.
CARRIE A. NORTON	559	Bath, Me.	Adams & Hitchcock	Wrecked 6 Feb.1910.
CELINA	660	Bath, Me.	Adams & Hitchcock	Lost 1899.
CHARLES C. DAME	597	Newburyport, Mass.	Atkinson & Fillmore	Lost 1896.
CHARLES F. YOUNG	562	Tuckahoe, N.J.	Jos. C. Sheppard	Lost 1893.
CHARLES H. HASKELL	475	Bath, Me.	Deering & Donnell	Lost 1889.
CHARLES H. SPRAGUE	318	Madison, Conn.	C. M. Miner	Foundered 13 July '13.
CHARLOTTE T. SIBLEY	376	Belfast, Me.	Carter Bros.	Foundered 22 Feb.1919.
COLONEL MILLIKEN	204	Bath, Me.	Hagan & Co.	Lost 1886/87.
CYRUS McKOWN	238	Boothbay, Me.	Wm. Adams & Son	Lost 1887.
D. W. McLEAN	296	Norwalk, Conn.	George S. Bell	Lost 1891.
DAYLIGHT	660	Belfast, Me.	G. W. Cottrell	Sold Danish 1916.
DORA MATHEWS	392	Camden, Me.	H. M. Bean	Wrecked 18 Sept.1902.
E. H. WEAVER	683	Bath, Me.	William Rogers	Lost 1903.
EDWARD B. LEISENRING	431	Camden, N.J.	Morris & Mathis	Lost 1888/89.
EDWARD W. PERRY	234	Dennisville, N.J.	J. H. Diverty	Wrecked 13 Nov.1902.
ELLA ELLIOT	447	Thomaston, Me.	Dunn & Elliot	Lost 21 Aug.1886.
ELLWOOD HARLOW	835	Alexandria, Va.	W. H. Crawford	Lost 1894/95.
EMMA	354	Portland, Me.	D. Brewer	Ashore Vineyard Haven 1899; became a barge at Providence, R.I.
EMMA C. COTTON	333	Camden, N.J.	Shoe & Chard	Lost 1895/6.
EMMA S. BRIGGS	294	Wiscasset, Me.	J. M. Haynes	Foundered 3 Sept.1917.
EVA A. DANENHOWER	228	Camden, N.J.	Shoe & Chard	Last listed in 1918.
F. C. PENDLETON	408	Bangor, Me.	Crosby Bros.	Foundered about 1925.
FANNIE WHITMORE	581	Rockland, Me.	A. F. Ames	Lost 1896.
FANNIE E. WOLSTON	296	Bath, Me.	Goss & Sawyer	Lost 1891; derelict.
FANNIE H. STEWART	351	Yorktown, Va.	N. V. Lane	Foundered 8 May 1915.
FLORENCE LELAND	343	Camden, Me.	Coombs & Day	Abnd.16 Oct.1910.
FLORENCE RANDALL	741	Bath, Me.	Goss & Sawyer	Lost 1899.
FLORENCE J. ALLEN	432	Bath, Me.	Goss, Sawyer & Co.	Lost 1894/5.
FRANK M. HOWES	178	Baltimore, Md.	Beacham & Bro.	Lost 1893.
FRANK O. DAME	688	Hadlyme, Conn.	H. T. Comstock	Lost 1896/7

1882, continued.

FRANK PRATT LEE	600	Camden, N.J.	Morris & Mathis	Lost 1895.
FRED W. CHASE	625	Wiscasset, Me.	J.M.Haynes	Lost 1889.
FREDDIE HENCKEN	326	Greenport, N.Y.	Smith & Terry	Lost 1892.
GAY THOMAS	337	Milford, Del.	Thomas Carlisle	Lost 1889.
GENEVIEVE	572	Coopers Point, N.J.	S. W. Tilton	Lost 1893/94.
GEORGE TAULANE JR.	465	Milton, Del.	D. H. Atkins	Wrecked 27 Jan.1910.
GEORGE A. HOWES	151	Deals Point, N.J.	John Clark	Lost 1899.
GEORGE H. AMES	443	Waldoboro, Me.	A. Storer	1921 Greek GORTYNIA.
GERTRUDE ABBOTT	594	Dennisville, N.J.	R.S.Leaming	Lost 1900.
H. J. COTTRELL	354	Belfast, Me.	J. Y. Cottrell	Lost Oct.1896; derelict
HAROLD B. COUSENS	379	E. Boston, Mass.	Crosbie & Son.	Lost 29 Nov.1918.
HARRY PRESCOTT	433	Bath, Me.	William Rogers	Foundered 18 Jan.1912.
HATTIE L. SHEETS	184	Milford, Del.	J.W.Abbott & Co.	Lost 1895.
HELEN L. MARTIN	423	Thomaston, Me.	S.S.Gerry & Co.	Wrecked 11 July 1906.
HOPE GOWER	368	Sedgewick, Me.	T.B.Billings	Lost 1884 or 1887.
HORACE P. SHARES	381	New Haven, Conn.	H. H. Hanscom	Abandoned 1 Feb.1909.
IDA L. HULL	498	Newburyport, Mass.	George E. Currier	Lost 1899/1900.
ISAIAH K. STETSON	313	Brewer, Me.	Josiah Hathorn	Foundered 14 Mar.1920.
J. W. GASKILL	422	Leesburg, N.J.	John Russell	Lost 1895.
JACOB REED	481	New Haven, Conn.	H. H. Hanscom	Abandoned 2 Feb.1898.
JAMES BOYCE JR.	729	Alexandria, Va.	Potomac Mfg.Co.	July 1902 rn ISLESBORO.
JAMES D. DEWELL	603	West Haven, Conn.	Gesner & Marr	Foundered 17 Sept.1906.
JAMES WAPLES PONDER	246	Milton, Del.	C.C.Davidson	Lost 1893.
JENNIE LOCKWOOD	433	Thomaston, Me.	S. S. Gerry	Wrecked 13 Feb.1906 on Pea Island, North Carolina.
JOB H. JACKSON	519	Wilmington, Del.	Jackson & Sharp Co.	March 1907 rn LAURA HALDT. Sold to Brazilian owners in 1918 or 1919.
JOHN F. MERROW	703	Camden, Me.	H.M.Bean	Lost 1889/90.
JOHN H. CROSS	404	Waldoboro, Me.	H.Kennedy	Lost 1896/97.
JOHN R. BERGEN	647	Wilmington, Del.	Jackson & Sharp Co.	Abandoned 1 Mar.1906.
JOSEPH G. DEAN	161	Kennebunkport, Me.	David Clark	Sold foreign 1905.
JOSIE M. ANDERSON	499	Bath, Me.	B.W. & H.F.Morse	Lost 1886.
JOSIE R. BURT	760	Bath, Me.	Goss, Sawyer & P.	Foundered 30 Aug.1911.
JUNE BRIGHT	346	Bath, Me.	William Rogers	Lost 1891, Del.Bay.
L. A. PLUMMER	394	Bath, Me.	Packard & Haggett	Portuguese, 1921.
LILLIE HOLMES	428	Port Jefferson, N.Y.	J.M.Bayles & Son	Lost 1887.
LILLIE F. SCHMIDT	577	Camden, N.J.	S.W.Tilton	Lost 1892/93.
LINAH C. KAMINSKI	443	Bath, Me.	Goss, Sawyer & Co.	Sunk 4 Dec.1915
LIZZIE B. MORSE	351	Bath, Me.	Deering & Donnell	Lost 1886.
LIZZIE M. DUN	746	Bath, Me.	Goss, Sawyer & P.	Lost 1885/86.
LUCINDA G. POTTER	644	Bath, Me.	Goss & Sawyer	June 1891 rn.DAVID BAIRD. Sept.1916 sold Portuguese; rn ONDINA of Lisbon.
LUCY	312	Berwick, La.		Lost 1897/98.
LUCY A. DAVIS	620	Yarmouth, Me.	Hutchins & Stubbs	Lost 1902.
LUCY E. FRIEND	470	Newburyport, Mass.	George E. Currier	Foundered 14 Nov.1910.
M. LUELLA WOOD	556	Rockland, Me.	A. F. Ames	Lost 1900.
M. V. B. CHASE	457	Bath, Me.	William Rogers	Foundered 4 Aug.1915.
MAGGIE J. SMITH	700	Bath, Me.	Goss, Sawyer & P.	Lost 1887.
		(Originally steam auxiliary; later 761-ton 3m.schooner)		
MARION HILL	231	E.Boston, Mass.	Smith & Townsend	Lost 1897.
MARK GRAY	308	N.Weymouth, Mass.	N.P.Keene	Lost 1902.
MARY A. HALL	381	Belfast, Me.	Brown & McDonald	Burned 29 May 1919.
MARY E. CLARKE	120	Pascagoula, Miss.		Lost 1885.
MARTINIQUE	197	Belfast, Me.	D.W.Dyer	Lost 1893/94.
MARY A. KILLEN	434	Thomaston, Me.	S.S.Gerry & Co.	Lost 1885/86.

1882, continued.

MARY F. GODFREY	446	Tuckahoe, N.J.	John B. Myrtetus	Lost 1903.
MAY WILLIAMS	543	Camden, N.J.	S. W. Tilton	Missing Dec.1896.
MAYNARD SUMNER	307	Rockland, Me.	Cobb & Bodwell	Lost 1899.
(Steam auxiliary)				
MINNIE SMITH	391	Bath, Me.	Goss & Sawyer	Lost 1892/93.
MINNIE ANNA BONSALL	458	Milton, Del.	J.L.Black & Bro.	Lost 1897.
MINNIE & GUSSIE	227	Tottenville, N.Y.	J. S. Ellis	Lost 1890/91.
NAHUM CHAPIN	596	Rockland, Me.	Cobb, Wight & Co.	Wrecked 31 Jan.1897.
NANTASKET	522	Waldoboro, Me.	Edwin O. Clark	Wrecked 25 Dec.1909.
NATHAN LAWRENCE	770	Bath, Me.	Goss & Sawyer	Barge, 1905-1923.
NELSON E. NEWBURY	659	Millbridge, Me.	J. W. Sawyer	Foundered 17 Sep.1906
NORA BAILEY	447	Bath, Me.	A. Sewall & Co.	Lost 1883/84.
OSCAR C. SCHMIDT	513	Mauricetown, N.J.	J.W.Vanneman	Lost 1902/03.
OTELLO	349	East Boston, Mass.	D. D. Kelley & Son.	Lost 1896.
PENOBSCOT	358	Belfast, Me.	Carter Bros.	Wrecked 11 May 1908.
PHEBE J. WOODRUFF	499	E. Boothbay, Me.	Jacob G. Fuller	Lost 1893.
RALPH SINNET	306	E. Deering, Me.	George Russell	Lost 1887.
REBECCA A. TAULANE	465	Mays Landing, N.J.	Samuel Gaskill	Lost 1903/04.
ROSA MUELLER	282	E. Deering, Me.	George Russell	Burned 29 July 1909.
S. A. RUDOLPH	207	Camden, N.J.	McDonnell Bros	Lost 1894.
ST. JOHN'S	427	Belfast, Me.	Carter Bros.	Lost 1892.
SARAH D. FELL	581	Bath, Me.	William Rogers	Abandoned 10 Aug.1911.
STANDARD	347	Newcastle, Me.	E. Haggett	Lost 1902.
STEPHEN G. LOUD	499	Waldoboro, Me.	William Fish	Barge 1914-1916;
		rerigged as 3m.sch.	1919 Spanish BLANCA ROSA of Vigo.	
SUSAN N. PICKERING	336	Belfast, Me.	J. Y. Cottrell	1920 Greek SMYRIANI.
SUSIE P. OLIVER	272	Bucksport, Me.	Wm. Beazley & Co.	1918 SOMME of Havre.
THOMAS J. MAY	224	Milford, Del.	J.W.Abbott	March 1896 rn NAN.
		M. DANTZLER.	Abandoned 8 Nov.1906 off	Coatzacoalcos, Mex.
URANUS	302	E. Deering, Me.	George Russell	Missing Feb.1899.
VARUNA	487	Camden, N.J.	S. W. Tilton	Lost 1895.
VIOLA REPPARD	407	Camden, Me.	Coombs & Day	Lost 1902/03.
WILLIAM HAYS	402	Camden, Me.	H.M.Bean	Lost 1892
WILLIAM C. GREENE	367	Bath, Me.	Deering & Donnell	Lost 1892.
WILLIAM F. COLLINS	303	Bath, Me.	Goss & Sawyer	Aug.1902 rn
		WINCHESTER. 15 Oct.1918 foundered off C.Cod; 6 crew lost.		
WILLIAM F. GARRISON	265	Goshen, N.J.	Enos Harker	Lost 1883.
WILLIAM L. WALKER	592	E. Boston, Mass.	R. Crosbie	Foundered 29 Oct.1907
WILLIAM S. McCABE	186	Milford, Del.	J. W. Abbott & Co.	Lost 1885.
WILLIE H. HIGGINS	593	Yarmouth, Me.	Giles Loring	Wrecked 31 Mar.1898.
ZIMRI S. WALLINGFORD	230	Bath, Me.	Goss & Sawyer	Lost 1895.

(to be continued)

LOSSES OF THREE-MASTERS

We have depended chiefly on the losses recorded in "Merchant Vessels of the U.S." after 1906 for the information in the last column of these lists.

For earlier losses our main source has been the Official Number files of the Bureau of Navigation, now in the National Archives. Those record only give the quarter in which a vessel's last document was turned into the Bureau; in many cases it appears that the loss was earlier. For this reason, an entry of, for example, "lost 30 March 1903" appears above as "lost 1902/03." More detail can be found in the Annual Reports of the U.S.Lifesaving Service, in most cases

FOUR-MASTED SHIPS

The United Kingdom launching lists that have appeared in past volumes of LOG CHIPS included a great many vessels listed as four-masted ships for which there is good reason to believe the rig designation was in error, and actually was that of four-masted bark. In fact, there is some evidence in support of a theory that until the 1890's Lloyd's surveyors reported as a "ship" any vessel fitted with a top on the after mast (rather than crosstrees) regardless of whether square yards were crossed. If true, this would help explain the large number of vessels that apparently were converted from four-mast ship rig to four-mast bark rig about 1890.

Mr. Winston Langdon of Hornersville, Mo., has therefore set himself the task of determining from photographs and other documentary evidence which of the vessels actually were built with yards on four masts. We are now privileged to present from his findings the following list of vessels known to have been rigged as four-masted full-rigged ships. "Photo" indicates vessels for which photos exist showing full four-masted rig.

1884	A. D. BORDES	
1864	H.M.S.ACHILLES (aux)	Photo
1883	BAY OF PANAMA	Photo
1884	BROWNRIGG	Photo
1884	CAWDOR	
1883	CLUNY CASTLE (rn ROWENA)	
1879	COUNTY OF ABERDEEN	
1876	COUNTY OF CAITHNESS	Photo
1878	COUNTY OF CROMARTY	
1878	COUNTY OF DUMFRIES	
1885	COUNTY OF EDINBURGH	Photo
1878	COUNTY OF HADDINGTON	Photo
1877	COUNTY OF INVERNESS	
1878	COUNTY OF KINROSS	Photo
1887	COUNTY OF LINLITHGOW	Photo
1875	COUNTY OF PEEBLES	Photo
1886	COUNTY OF ROXBURGH	Photo
1878	COUNTY OF SELKIRK	Photo
1883	CROFTON HALL	
1881	DRUMBURTON	Photo
1884	ELLISLAND	
1882	FALLS OF AFTON	Photo
1879	FALLS OF BRUAR	Photo
1878	FALLS OF CLYDE	Photo
1882	FALLS OF DEE	Photo
1884	FALLS OF EARN	Photo
1883	FALLS OF FOYERS	
1889	GLAUCUS	Photo
1885	GLENERICHT	
1892	GOODRICH	
1865	H.BISCHOFF (conv.1888)	Photo
1866	LANCING (conv.1888)	Photo
1892	LAURISTON	Photo
1888	LIVERPOOL	Photo
1801	L'INVENTION	Painting
1884	PALGRAVE	Photo
1889	PETER RICKMERS	Photo
1883	PERSEVERANCE	
1877	ROMSDAL	Photo
1876	SHAKESPEARE	
1886	TARAPACA	Photo
1877	TRAFALGAR	Photo
1884	ULRICA	Photo
1882	UNION	Photo
1832	VANGUARA	Photo
1878	WATERLOO	Photo
1884	WENDUR	Photo
1882	WEST LOTHIAN	Photo

Any LOG CHIPS reader with knowledge of the existence of photos not listed above, or of any vessel not named above, is invited to write us or Mr.Langdon.

The following vessels have been sometimes listed as four-masted ships, but so far positive evidence one way or the other is lacking:

1889	ALICE A LEIGH	(rn REWA)
1889	ANDELANA	
1887	ALTMORE	Lost 1889
1877	BENARES	
1881	BEN DOURAN	
1886	BIDSTON HILL	
1882	DUNDEE	
1883	EARL BEACONSFIELD	Lost 1884
1864	EARL OF BEACONSFIELD (conv.1877)	
1883	EARL OF SHAFTESBURY	
1891	EULOMENE	
1884	GENERAL ROBERTS	
1884	HOLT HILL	
1883	KNIGHT OF ST.MICHAEL	
1882	LIVERPOOL	Lost 1883
1888	MARION LIGHTBODY	
1884	MOEL TRYVAN	
1882	MUNCASTER CASTLE	
1858	NORTHAM (conv.1877)	
1853	PALMERSTON (conv.1874)	
1884	PEGASUS	
1886	PRIMROSE HILL	
1884	RELIANCE	
1885	RICHARD HAYWARD	Lost 1885

Again, anyone with definite evidence on any of the above is urged to communicate with LOG CHIPS, 7801 Gateway Blvd., Washington 28, D.C., or Mr. Winston Langdon, Hornersville, Missouri.

Mr. Langdon has sent us a list of 67 British-built vessels that have been recorded in LOG CHIPS or elsewhere as four-masted full-riggers, but which the evidence definitely proves actually to have been four-masted barks. We hope to run this listing in an early issue of LOG CHIPS, along with any amendments to the above two lists.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W.THOBER (continued from p.60)

1882

ABNER COBURN	S	1973	Bath Me	William Rogers	Bath Me
ADDIE MORRILL	Bkn	655	Rockport Me	Carleton, Norwood & Co.	Camden Me
BERLIN	S	1684	Phippsburg Me	C. V. Minott	Bath Me
C. C. FUNK	Bkn	540	Marshfield Ore	H. R. Reed	San Francisco
CHARLES E. MOODY	S	2004	Bath Me	Goss & Sawyer	Bath Me
CYRUS WAKEFIELD	S	2119	Thomaston Me	Samuel Watts	Thomaston Me
DAISY REED	Bkn	468	Harrington Me	A. Sproul	Machias Me
EDWARD O'BRIEN	S	2273	Thomaston Me	Edward O'Brien	Thomaston Me
ELIZABETH	S	1866	Newcastle Me	E.Haggett & Co.	Searsport Me
FRED E. RICHARDS	Bkn	678	Rockport Me	Carleton, Norwood & Co.	Camden Me
HENRY FARLING	S	1976	Bath Me	Goss & Sawyer	Portland Ore
HENRY VILLARD	S	1503	Bath Me	Arthur Sewall & Co.	New York
HESPER	B	695	Prt Blakely Wash	Hall Bros.	San Francisco
I. F. CHAPMAN	S	2146	Bath Me	Hitchcock & Blair	New York
J. B. RADIC	Bkn	451	Columbia Falls Me	John H. Crandon	New York
J. M. GRIFFITH	Bkn	606	Seabeck Wash	Hiram Doncaster	Port Townsend Wash
JESSIE MACGREGOR	Bkn	609	E. Deering Me	George W. Russell	Portland Me
JOHN CURRIER	S	1945	Newburyport Mass	John Currier Jr.	Boston
JOHN McDONALD	S	2281	Bath Me	John McDonald	New York
JOHN SMITH	Bkn	588	Port Blakely Wash	Hall Bros	San Francisco
JOHN D. BREWER	B	962	E.Boston Mass	Smith & Townsend	Boston
LOUISE ADELAIDE	Bkn	673	Yarmouth Me	Giles Loring	Portland Me
MAKAH	Bkn	699	Prt Blakely Wash	Hall Bros	San Francisco
NELLIE E. RUNBALL	Bkn	443	Harrington Me	Alonzo Nash	Machias Me
NEWSBOY	B	589	San Francisco	Dickie Bros.	San Francisco
RICHARD P. BUCK	S	1567	Bath Me	William Rogers	New York
ST. FRANCES	S	1898	Bath Me	John McDonald	New York
SKOBELEFF	Bkn	631	E. Deering Me	George W. Russell	Portland Me
TROPIC BIRD	Bkn	348	North Bend Ore	John Kruse	San Francisco
W. F. BABCOCK	S	2150	Bath Me	A. Sewall & Co.	Bath Me
WILLIAM H. STARBUCK	S	1339	Bath Me	Goss, Sawyer & Packard	New York
WOLVERTON	Bkn	653	Yarmouth Me	Hutchins & Stubbs	Portland Me

(The ship JOHN McDONALD was documented as built in 1883, but was probably completed in 1882. Beside the above sailing vessels, Dickie Brothers at San Francisco built the steam whaling barks BOWHEAD, 533 tons, and ORCA, 628 tons; while Goss, Sawyer & Packard at Bath built the steam whaling bark MARY & HELEN, 508 tons, and the steam barks GEORGE S.HOMER, 1174 tons, and MENDOZA, 840 tons.)

1883

AMY	B	700	Bath Me	Goss & Sawyer	New York
ARLINGTON	Bkn	503	Bucksport Me	W. H. Genn	Boston
BENJ. W. PACKARD	S	2130	Bath Me	Goss, Sawyer & Packard	Bath Me
CITY OF PAPEETE	Bkn	390	Fairhaven Calif	H. D. Bendixsen	San Francisco
E. F. SAWYER	S	1994	Bath Me	Goss & Sawyer	Bath Me
E. O. CLARK	Bkn	690	Waldoboro Me	E. O. Clark	New York
EMMA	Bkn	472	Harrington Me	Alonzo P. Nash	Machias Me
GOVERNOR ROBIE	S	1713	Bath Me	William Rogers	Bath Me
JOE READ	Bkn	492	Harrington Me	D. Downing	Machias Me
JOHN R. KELLEY	S	2364	Bath Me	Goss & Sawyer	Bath Me
KENNEBEC	S	2127	Bath Me	William Rogers	Bath Me
MARY L. CUSHING	S	1658	Newburyport Mass	George E. Currier	Newburyport
NELLIE SMITH	Bkn	597	Millbridge Me	J. W. Sawyer	New York
ONAWAY	B	932	Yarmouth Me	Giles Loring	Portland Me
PAYSON TUCKER	Bkn	695	Portland Me	J. & D. Brewer	Portland Me
R. D. RICE	S	2247	Thomaston Me	Samuel Watts	Thomaston Me
RACHEL EMERY	Bkn	674	Waldoboro Me	H. Kennedy & Co.	Boston

1883, continued.

RAINIER	S	1976	Bath Me	Arthur Sewall & Co.	Bath Me
S. P. HITCHCOCK	S	2292	Bath Me	Hitchcock & Blair	New York
ST. CHARLES	S	1749	Phippsburg Me	C. V. Minott	Bath Me
ST. JAMES	B	1586	Bath Me	John McDonald	New York
SAM SKOLFIELD 2ND	S	1593	Brunswick Me	Skolfield Bros.	Brunswick Me
SERVIA	S	1867	Bath Me	Houghton Bros.	Bath Me
SKAGIT	Bkn	507	Port Ludlow Wash	Hiram Doucaster	Prt Townsend Wash
T. F. OAKES	I-S	1997	Philadelphia Pa	American S.B.Co.	New York
TILLIE E.STARBUCK	I-S	2033	Chester Pa	John Roach & Sons	New York
WALTER S. MASSEY	Bkn	577	Camden N J	Burton & Vanneman	Philadelphia
WILLIAM H. MACY	S	2202	Rockport Me	Carleton, Norwood & Co.	Camden Me
WILLIAM H. SMITH	S	2004	Bath Me	Goss, Sawyer & Packard	New York

(The year 1883 saw the building of two iron full-riggers, which, with the CLARENCE S.BEMENT of 1884, were the only vessels of their type ever built outside of Great Britain and Europe. Dickie Brothers at San Francisco built the steam whaling barks BALAENA, 523 tons, and NARWHAL, 524 tons. At Bath, Goss, Sawyer & Packard built the steam whaling bark THRASHER, 671 tons. Nearby was built the auxiliary JESSE H.FREEMAN, 516 tons, by Goss & Sawyer; she became a steam whaling bark in 1888, though her original rig may have been schooner.)

1884

A. G. ROPES	S	2461	Bath Me	Hitchcock & Blair	New York
ADAM W. SPIES	B	1233	Newburyport Mass	Atkinson & Fillmore	New York
ALLANWILDE	Bkn	639	Bucksport Me	William Beazley	New York
ARTHUR C. WADE	Bkn	700	Bath Me	William Rogers	Portland Me
CLARENCE S.BEMENT	I-S	1999	Philadelphia Pa	American S.B.Co.	Philadelphia
COMMODORE T.H.ALLEN	S	2390	Richmond Me	T.J.Southard & Sons	Richmond Me
GEORGE CURTIS	S	1838	Waldoboro Me	A. R. Reed	Boston Mass
GLAD TIDINGS	Bkn	654	Belfast Me	George W.Cottrell	Baltimore
HENRY B. HYDE	S	2583	Bath Me	John McDonald	New York
JOHN ROSENFELD	S	2374	Bath Me	Arthur Sewall & Co.	Bath Me
JULIA ROLLINS	B	617	Baltimore Md	W. Skinner & Sons	Baltimore
KATE	Bkn	590	Harrington Me	Alonzo P. Nash	Harrington Me
ROBERT L. BELKNAP	S	2370	Rockport Me	Carleton, Norwood & Co.	Camden Me
VIDETTE	Bkn	569	Millbridge Me	J. W. Sawyer	Millbridge Me

(The barkentine GLAD TIDINGS was not documented until May 1884, although listed as built in 1883. The only square-rigger built in 1884 by the New England Shipbuilding Co.(the former Goss & Sawyer and Goss, Sawyer & Packard yards) was the auxiliary barkentine MORNING STAR, 471 tons, a missionary packet.)

1885

CODORUS	B	675	Baltimore Md	J. S. Beacham & Bro.	Baltimore
FRANCIS	S	2077	Bath Me	New England S.B.Co.	New Bedford Mass
FREDERICK BILLINGS	4B	2629	Rockport Me	Carleton, Norwood & Co.	Rockport Me
GEORGE R. SKOLFIELD	S	1731	Brunswick Me	G. R. Skolfield	Brunswick Me
HOTSPUR	S	1274	Bath Me	New England S.B.Co.	New Bedford Mass
ISAAC DODGE	Bkn	542	Newcastle Me	Gay & Haggett	Damariscotta Me
LIZZIE CARTER	Bkn	790	Bath Me	New England S.B.Co.	Bath Me
VENTURA	Bkn	698	Millbridge Me	J.W.Sawyer & Sons	Millbridge Me
W. B. FLINT	B	835	Bath Me	John McDonald	New York
WILLIE ROSENFELD	S	2455	Bath Me	Arthur Sewall & Co.	Bath Me

ERRATUM-- The barkentine JOSEPH BAKER, built in 1873, 399 tons, was listed on page 132 as a bark. Make appropriate corrections to the statistical tables on pages 12 and 60. The smallest bark of 1873 was 410 tons.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER SEVEN 73 OCTOBER 1953

THE BARBOURS OF BREWER, MAINE.

Most Maine shipbuilding is generally thought of in terms of sailing vessels, and we have emphasized that phase of history in previous stories in LOG CHIPS. There were a great many steamboats built in Maine, however, mostly for local service. One of the leading yards engaged in steamboat work was that established by Captain Samuel H. Barbour.

Captain Barbour was born in Belfast, Me., in December 1839, and, like many other Maine boys of his time went to sea at an early age and attained command before he was out of his twenties. During the Civil War he commanded small sailing vessels coasting between Bangor, Brewer, New York, and other ports, and he became part owner in several vessels.

In 1872 he made his first venture as a managing owner, finding owners for a new three-masted schooner, the MAUD BARBOUR, 186 tons, which was launched at Brewer by Joseph Oakes & Son on 23 April. The three-masted schooner rig was relatively new in Maine waters at this time. Under command of Captain Barbour, the MAUD BARBOUR took a cargo of lumber from the Penobscot to New York on her maiden voyage.

A larger three-master soon followed, the 249-ton MAUD BRIGGS, launched by Oakes & Son on 16 October 1875. This was the last vessel built by the Oakses, and their yard was afterwards leased by S.H.Barbour and known as the Barbour Yard. Captain Barbour had also built the sloop yacht ALICE, a 9-ton 45-footer, at Brewer in June 1874, and he used her in the summer cruising to the fast-growing resort of Bar Harbor.

In 1875 he built a steamboat for the work, the MAY FIELD, 48 tons, launched from a wharf at Brewer on 12 May, and she continued on the Bar Harbor run for three seasons. As business increased, the Bangor & Bar Harbor Steamboat Company was incorporated. Many Bangor business men took shares, and Captain Barbour was manager and principal stockholder. The new company took over the MAY FIELD, and on 5 May 1879 launched the CITY OF BANGOR, first of a long line of steamboats to be built in the Barbour yard. She took over the business on the Bar Harbor line with Capt. Barbour as master until 1881, when she was sold to Portsmouth, N.H., and renamed CITY OF PORTSMOUTH.

The QUEEN CITY was the next Bar Harbor boat, in 1881, and she was joined in 1882 by the CIMBRIA.

Navigation on the Penobscot was halted by ice between December and March, and it was during these winter months that most of the building at the Barbour yard was done. During the winter 1881/82 the yard had four steamboats under construction at the same time. Here is the list of vessels built by the yard, omitting a few small steamboats under 50-ft length, and giving launching date, rig, and gross tonnage:

5	May	1879	CITY OF BANGOR	Screw Stmr 159
1	Jun	1881	QUEEN CITY	" 115
8	May	1882	CIMBRIA	" 289
9	May	"	FLORENCE	" 39
15	May	"	NELLIE KANE	" 11
15	May	"	LITTLE BUTTERCUP	" 14
25	Apr	1883	HATTIE H.BARBOUR	3m.Schr. 301
3	Oct	1883	ANNE LORD	" 287
3	Nov	1883	LEILA	Stm.Yacht 32
29	May	1884	ALICE	Screw Stmr. 12
13	Jun	18	CREEDMOOR	" 19
4	Jun	1886	SILVER STAR	" 76
14	May	1889	CASTINE	" 69
16	Apr	1890	CELIA F.	3m.Schr. 412
4	Jun	"	CITY OF WATERVILLE	Stn.Whl. 36
13	Apr	1891	AETNA	3m.Schr. 350
25	May	1892	SEDGWICK	Screw Stmr. 155
13	May	1893	ISLESFORD	" 27
16	May	"	GOLDEN ROD	" 71
18	May	"	AWASHONKS	" 165
19	May	1894	NAVIS	Stm.Yacht 24
7	Jun	"	MASCOT	Screw Stmr. 36
27	May	1895	TREMONT	" '81

Captain Barbour owned the LELIA, SILVER STAR, CASTINE, and NAVIS, while the SEDGWICK and TREMONT were built for the Bangor & Bar Harbor S.S.Co. The (Continued on page 80)

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THE SHIPBUILDERS OF BATH, ME.
II. PERCY & SMALL

One of the Bath yards specializing in fore-and-afters was that established in 1894 by Frank A. Small and Captain Samuel R. Percy. According to the analysis in LOG CHIPS, vol.1, p.28, their largest product, the six-master WYOMING, was the largest wooden sailing vessel ever built, and they turned out six other six-masters and 15 five-masters.

Frank Small was born in Bath on 17 April 1865, son of Capt.Joseph Small, a shipmaster long in the service of E.& A.Sewall, whose last command was the ship THOMAS M. REED of 1877. After high school, Frank entered the office of James B.Drake, a Bath shipbroker and insurance agent, where he learned the shipping business. Six years later he was associated in a similar capacity with Capt.John R.Kelley of Kelley, Spear & Co., leaving to form the firm of Percy & Small.

The senior partner, Captain Percy, was born 13 Dec.1856 at Parkers Head, son of Capt.Samuel R.Percy of that place who had died earlier that year at Santiago, Cuba, while in command of the bark BYRON. When young Samuel was 11, his mother married George M.Adams, a Bath shipbuilder, and he attended school at Bath until he was 16. Then he worked for six months in Treat & Lang's mill, followed by three years in the Adams & Hitchcock and Hagan & Thurlow shipyards. Then he went before the mast in the new ship M.P.GRACE.

He spent 7 years in the Cape Horn trade and in a coasting steamer out of San Francisco, becoming chief mate of the Freeport ship ENOS SOULE in 1879. In July 1882 he was appointed master of the Adams & Hitchcock schooner NORMANDY, leaving her in 1885 for the new three-master HENRY P.MASON, which he sailed until 1894, when he retired from the sea. Adams & Hitchcock had quit shipbuilding in 1884 on the death of S.P. Hitchcock; when Adams died in 1893, management of their vessels was divided between E.C.Crosby and Capt.Percy, and Percy went into partnership with Frank Small.

The first vessel built by the firm in their yard to the south of the city of Bath was the schooner CHARLES P.NOTMAN, whose keel was laid in March 1894, and which was launched on 27 August. Captain Percy managed the shipyard, while Frank Small ran the operating end of the business in the former Adams & Hitchcock office uptown.

Here is the list of vessels built by Percy & Small:

	1894		
4m.Sch	CHARLES P. NOTMAN	1518	Percy & Small
	1895		
4m.Sch	WILLIAM H.CLIFFORD	1593	Percy & Sm.
	1896		
4m.Sch	S. P. BLACKBURN	1756	Percy & Sm.
	1898		
4m.Sch	ALICE E. CLARK	1621	J.S.Winslow
	1899		
5m.Sch	M. D. CRESSY	2114	Percy & Sm.
	1900		
5m.Sch	HELEN W. MARTIN	2265	Percy & Sm.
5m.Sch	WILLIAM C.CARNEGIE	2662	J.S.Winslow
6m.Sch	ELEANOR A. PERCY	3402	Percy & Sm.
	1901		
5m.Sch	OAKLEY C.CURTIS	2374	J.S.Winslow
5m.Sch	MARTHA P.SMALL	2178	Percy & Sm.
4m.Sch	CORDELIA E. HAYS	1281	J.S.Winslow
4m.Sch	MILES M.MERRY	1589	J.S.Winslow
	1902		
5m.Sch	CORA F. CRESSY	2499	Percy & Sm.
4m.Sch	MARGARET WARD	1074	J.S.Winslow
6m.Sch	ADDIE M. LAWRENCE	2807	J.S.Winslow
	1903		
4m.Sch	FLORENCE M. PENLEY	1154	Percy & Sm.
5m.Sch	ELIZABETH PALMER	3065	W.F.Palmer
	1904		
Sloop	UMBAJEJUS (Scow)	68	Shaw Lmb.Co.
5m.Sch	GRACE A. MARTIN	3129	Percy & Sm.
6m.Sch	RUTH E.MERRILL	3003	J.S.Winslow
	1905		
4m.Sch	EVELYN W.HINKLY	698	J.S.Winslow
4m.Sch	ROBERT P.MURPHY	697	Percy & Sm.
5m.Sch	DAVIS PALMER	2965	W.F.Palmer
	1906		
6m.Sch	ALICE M.LAWRENCE	3132	Percy & Sm.
	1907		
5m.Sch	FANNIE PALMER	2233	W.F.Palmer
5m.Sch	GOVERNOR BROOKS	2628	Percy & Sm.
	1908		
6m.Sch	EDWARD J.LAWRENCE	3350	J.S.Winslow
5m.Sch	FULLER PALMER	3060	W.F.Palmer
6m.Sch	EDWARD B.WINSLOW	3424	J.S.Winslow
	1909		
6m.Sch	WYOMING	3730	Percy & Sm.
	1912		
4m.Sch	DUSTIN G.CRESSY	862	Percy & Sm.
	1915		
4m.Sch	CARL F.CRESSY	898	Percy & Sm.
	1916		
4m.Sch	ESTHER MELBOURNE (ex CHARLES D.LOVELAND)	776	S.C.Loveland
4m.Sch	C.C.MENGEL JR.	844	Axim Tr.Co.
	1917		
4m.Sch	SAM C.MENGEL (aux)	915	Axim Tr.Co.
5m.Sch	DUNHAM WHEELER	1926	E.Cst.Tr.Co.
4m.Sch	ANNIE C.ROSS	791	Alex.Ross

	1918	
4m.Sch	LIEUT.SAM MENGEL	907 Mengel Box
5m.Sch	ST.JOHNS, N.F.	2056 (N.Y.)
	1919	
4m.Sch	MIRIAM LANDIS	904 (Bath)
5m.Sch	JOSEPH S. ZEMAN	1956 (N.Y.)
	1920	
4m.Sch	CECILIA COHEN	1102 (N.Y.)

The firm was incorporated as Percy & Small, Inc., about the time of World War I. It will be observed that up to 1916, except for the scow sloop UMBAJEJUS, built for the M.G.Shaw Lumber Co.of Bath, all the Percy & Small output had been for the account of J.S.Winslow & Co.of Portland, Me., the Palmer Fleet of Boston, or their own management. Their subsequent launchings were mostly for single-ship corporations, except for three schooners built for the Mengel interests of Pensacola, for the West African mahogany trade. One of these, the SAM.C.MENGEL, had an auxiliary steam engine, which was taken out at Pensacola in October 1917; the LIEUT.SAM MENGEL was rigged like a West Coaster with a squaresail yard and raffees on the foremast, and had a coppered bottom like a square-rigger.

Compared with the schooners built at Camden or Thomaston, the Percy & Small products appear to have been more strongly constructed, and to have lasted longer. The ANNIE C.ROSS, now the ELIZABETH SCOTT MOORE, is still afloat in Newtown Creek, Brooklyn, N.Y., and many of the others had useful careers as barges after their sailing days were over. Steel strapping was used extensively in the larger hulls; for example the ELEANOR A.PERCY had 290 ft of 1"x28" plate worked into her keelson and two long 3/4"x12" straps in her topsides, while the WYOMING, as described in "Marine Engineering" for Jan.1910 and in Underhill's recent "Deep-water Sail", was strapped diagonally every four feet in both directions.

Three of the four PALMERS were lost before World War I; the FANNIE PALMER foundered 500 mi east of Gibraltar in December 1916 with a cargo of coal from Newport News for Cartegena for the Spanish Government, the crew being picked up by the British steamer LADY PLYMOUTH.

Of the larger coal-carriers run by Percy & Small and J.S.Winslow, all that remained afloat in 1916 and 1917 were disposed of at advantageous prices for the transatlantic trade. The EDWARD B.WINSLOW and ADDIE M.LAWRENCE were lost on the French coast, while the CARL F.CRESSY and WILLIAM H.CLIFFORD were sunk by submarines in European waters. The survivors went back into the coal trade for a few years after the war, trading to Maine ports or to South America.

The last vessel owned by Percy & Small seems to have been the little three-master MARY E.OLYS, which was lost on Cape Porpoise on the first day of 1920. She had been built by the New England Co.at Bath in 1891. The Percy & Small shipyard site is now a cow-pasture, and the builder's model of the WYOMING in the Bath Public Library is the only tangible remembrance of the firm to be found in Bath.

Some spar dimensions of Percy & Small schooners may be useful for artists and modellers. The four-master S.P.BLACKBURN, which could carry 2800 tons, was 233.7 x 43.9 x 20.1 ft in registered dimensions. Her lower masts were 109 ft long including 11-ft mastheads; the fore 29" and the others 28" in diameter. The topmasts were 56 ft overall, the fore 19" and the rest 16". The spanker boom was 76', its gaff 47', and the other gaffs 45' in length.

The four-master CORDELIA E.HAYS, 202.5 x 40.3 x 18.7 ft, had 104' Oregon pine masts

The five-master M.D.CRESSY had made masts of hard pine, 114' long, the fore 29" and the others 28" diameter, with 54' topmasts. Her dimensions were 264.4 x 43.9 x 21.6.

The five-master WM.C.CARNEGIE, 289.2 x 46.3 x 22.4, had 118' x 30" Oregon pine lowers, with 56' topmasts, 21" on the fore and the rest 16". The bowsprit was 52' x 30", the jibboom 75' x 20", the staysail club 36', and the jib club 31'. The spanker boom and gaff were 86' x 20" and 56' x 14"; the others 48' x 15" and 45½' x 13". The booms and gaffs were spruce and the fore topmast and jibboom hard pine.

The HELEN W.MARTIN, 281.6 x 44.8 x 20.9, had 118' lowers and 54' topmasts, and the same size spars were used on the CORA F. CRESSY, 273 x 45.4 x 27.9. The rigging details of the latter were publis ed by G. B.Douglas in "The Ship Model Book," and have been widely reproduced.

The six-master ELEANOR A PERCY, 323.5 x 50 x 24.8, had 122' Oregon pine lowers, the fore 32" and five 31" dia. Topmasts were 54' x 21" on the fore and 16" on the rest. The jibboom was 70' x 21"; spanker boom 80' x 20"; and five sets of booms and gaffs 43' x 15" and 41' x 13".

It will be noted that the increased number of masts tended to hold gaffs and booms at a fairly constant size.

THE BRIG 'NOVELTY'

The tanker nowadays is thought of as a fairly recent invention, like the electric light. A little digging into the records, however, shows that this is not quite the case. The Russians might be able to take credit for inventing the tanker, for carrying petroleum on the Caspian Sea, were it not for the fact that the Chinese for centuries have been operating junks that carried liquid cargoes in water-tight compartments.

One of the first tankers on the Atlantic was the iron bark RAMSEY, built on the Isle of Man in 1863 to carry petroleum, but another very early one was the iron half brig NOVELTY, built at Boston in 1869. Her trade was not in petroleum but molasses--the viscous, sticky black West Indian liquid that was the uncrystallizable portion of the juice of the sugar cane, which, fermented and distilled into Medford rum, baked in the bean pot, or poured over the breakfast flapjacks, supplied a major portion of the calories that enabled the inhabitants of New England to survive their frigid winters.

Molasses at this period was handled in hogsheads, huge casks holding 100 gallons and weighing around half a ton each. The stevedoring costs and the risks of leakage were fairly high, and it was reckoned that the NOVELTY saved $5000 each voyage by handling the molasses in bulk. Built by the Atlantic Works of East Boston, she was launched broadside at the Glendon Rolling Mill wharf on 23 January 1869 for Nash, Spaulding & Co. of Boston. Captain Clifton H. Havener of Searsport was her master. The brig measured 128.7 x 27.2 x 12.1 feet and grossed 358 tons.

For five years the NOVELTY ran between Boston and Cardenas, making six trips each season. She was repaired and given new spars in 1872. On 30 March 1874 she sailed from Boston for Cardenas, but not long after rounding Cape Cod she ran into a northeast gale and began making water. The crew pumped steadily till the 2d of April, when, with the water gaining steadily, the bark HENRY L. GREGG hove in sight and took off Capt. Havener and his crew of 19, landing them at New York. The brig sank in 38-55 N, 73-03 W, half an hour after she was abandoned.

According to a Boston paper the NOVELTY which was insured for $35,000, might have survived had her steam pumps been kept in good order. A Portland paper referred to her as the "Boston tank notion."

In spite of the alleged saving of some $30,000 a year, the NOVELTY was never copied, and it was some 40 years before molasses was regularly shipped from the West Indies in steam tankers. The reason probably involves some elementary chemistry of what goes on inside an "empty" tank that has not properly been cleaned. Molasses and water make alcohol through natural fermentation; alcohol and water make vinegar through another natural process; and the resulting acetic acid would be hard on even a wrought iron structure like the NOVELTY's hull. Not until more was known about proper methods of tank cleaning were molasses tankers practical.

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FOURTH EDITION OF U.S. FLAG BOOK

On page 90 of volume one, we indicated some doubt as to whether there actually was a fourth edition of "Flags of Maritime Nations." We have since discovered a copy in the Pentagon, in the Army Library ("For Official Use Only"). Like the 3d edition, the 4th has 31 plates made by Endicott & Co. of New York. The U.S. flag has 31 stars, and the book was published by the Bureau of Navigation in 1876.

*****

TWO CANADIAN BARKENTINE "FIRSTS"

Among "Items of Interest" on p.256 of Lawson's "Record of Yarmouth Shipping" is a statement that the first vessel from Nova Scotia rigged as a barkentine was the LOYALIST of 1838. The launching list on p.44 calls her a bark, as does the account of her loss on p.130, so we wrote the Dominion Archivist for information, and obtained photostats of the LOYALIST's documents.

The vessel was launched 3 Oct.1838 by Dennis Horton of Yarmouth, who swore to her certificate on 9 October, and she was registered on 17 Oct. as owned by Elisha William Budd Moody of Yarmouth 48/64 and Robert Brown of Yarmouth (her master) 16/64. She had a square stern and a man bust head, measured 87.1 x 20.9 x 11.8 feet, and per the Act of 3 & 4 Wm.4, Ch.55, admeasured 218-69/94 tons. Her rig was that of brigantine, and she had three masts. Her official tonnage, per Act 5 & 6 Wm.4, c.56, was 186-531/3500 tons.

On 4 Aug.1840 a new document was taken out at Yarmouth, replacing the Halifax registry, "in consequence of the vessel having been altered from a Brigantine to a Barque." Her ownership was the same, but William Hammond was now master, and he lost her on St. John's Point, Donegal Co.,

Ireland, on 22 Sept.1840, while bound from St.John, N.B., to Sligo with a cargo of forest products.

The first description of the LOYALIST as a "three-masted brigantine" leaves little doubt that she actually was a barkentine (the earliest that we have yet heard of), but it would be interesting to know whether this is the only basis that Lawson had for calling her a barkentine, or whether a painting of her exists.

Canada also can claim the distinction of having produced the earliest known four-masted barkentine. On p.304 of "Wooden Ships & Iron Men," F.W.Wallace assigns that distinction to the CANADIAN, built in 1889 by W.P.Cameron of South Maitland, N.S., but actually this vessel was first called ENSENADA, and she is listed as late as 1925 as the RIO NEGRO of Montevideo. An earlier four-master was the DARWIN of Charlottetown, P.E.I.

Early "Lloyd's Registers" list the DARWIN both as four-masted barkentine and as four-masted schooner, so again we applied to the Dominion Archives for the official story, and again photostats of the original documents were promptly furnished. The DARWIN was built at Summerside, P.E.I. on 25 June 1884 by James W.Richards of Bideford, P.E.I., who owned all 64 shares. Her document, dated 9 July, listed her as a four-masted barkentine, 161.9 x 29.9 x 17.3 ft, 521 gross and 498 net tons. On 23 Oct.1884 this Charlottetown register is endorsed with an authorization to Thomas Picton Richards, merchant of Swansea, Wales, to sell the vessel at any port out of the Dominion of Canada within 12 months with no minimum price, and on 8 Nov. she was sold to Alexander George Moffat at Swansea and registered at that port. The DARWIN is listed as owned by T.P.Richards & Co. of Swansea until dropping out of "Lloyd's Register" about 1898.

The only other Canadian-built four-masted barkentine of which we have record was the T.H.MacDONALD, 1179 tons, built at Meteghan, N.S., in 1919 by T.H.MacDonald for his own account.

We gave a list of five- and six-masted barkentines, page 117 of LOG CHIPS for January 1950, and promised later lists of four-masters. Since, however, these will all be included in the Thober list in due course, they will not be listed separately in advance.

THE PENDLETONS OF ISLESBORO -- IV

(concluded from p.66)

Another BLANCHE C.PENDLETON was the former EDWARD T.STOTESBURY, a four-master which was renamed after being ashore on Knight's Key, Fla., in Oct.1910 and was finally lost at Colon in February 1919. Two Florida-built four-masters were bought by Pendleton Bros. just after World War I, the VILLE DE DIEPPE, renamed GRACE N.PENDLETON, and the GEO.H.BARNES, renamed GUILFORD D. PENDLETON. In this period also the firm acquired a number of miscellaneous big schooners (often at U.S.Marshal sales), such as the RACHEL W.STEVENS, CITY OF PORTLAND, ASTORIA, and DUNHAM WHEELER, the barkentines JOHN C.MEYER and MARSALA, and the Lake-built barge IRON QUEEN.

They also bought the iron bark BENMORE, intending her for a coal hulk at St.Thomas, V.I., but she apparently was never so used. The firm also operated a coal yard in Jamaica.

Both supplying coal for steamers and the operating of sailing vessels were dying businesses after World War I. The firm had a few steamers at this time, mostly Shipping Board wooden types, and they made one notable experiment when they attempted to pay a steamer crew on a profit-sharing basis-- a deal typical of the "tightest vessel operators since the time of Noah," as one authority has characterized them-- but the experiment was not a success.

Fields S.Pendleton died in January 1923, leaving a gross estate of $920,000, of which $435,000 was in vessel property, but his net worth was given as only $175,000. From this time the tonnage owned by the firm steadily dwindled, until the last three vessels were the ALICE L.PENDLETON, sold in 1930 or 1931 for a de luxe cruise that never materialized; the DUNHAM WHEELER, lost in November 1930; and the CITY OF PORTLAND, sold in December 1930 to become a pavilion at Albany, N.Y. So ended the operations of what was in its day the largest owner of sailing vessels on the Atlantic Coast.

We have already identified the male Pendletons for whom their vessels were named. Among the ladies, Eliza J. was Fields S. Pendleton's grandmother; Grace N. and Alice L. were his sisters, Blanche C. his wife, and Virginia his daughter. We are not sure where Brina P. and Anna fitted in.

BOOK REVIEWS

MARCH, Edgar J., "Sailing Trawlers," xvi, 384 pp.; 180 ill; 50 figs; 18 plans; glossary; index. Percival Marshall & Co., London, 1953. Price 63s ($8.85)

This is the sequel to "Sailing Drifters," which we reviewed in January, and a worthy companion volume it is. Trawlers are the vessels that sought demersal fish like cod, haddock, and the flatfishes with long lines or oftener with nets hauled over the bottom. Most of these vessels were rigged as cutters or as ketches. Many of the ketches were originally cutters that had been lengthened amidships, and purists distinguished their rig with running bowsprits as "dandy," in contrast to the trading ketches with their fixed, steeved bowsprits.

Trawlers were usually known generically as "smacks," a word generally restricted in America to fishing vessels fitted with a well in which to bring back the catches alive; these latter in Britain were known as "well smacks," and were built as late as the '80's. The fast steam carriers that were built to work with the trawling fleets retained the designation of "cutter," even as have the vessels of the U. S. Coast Guard to this day, although both groups have long since lost any resemblance to the cutter rig.

Many of the sailing trawlers were built from the same models as drifters, the chief difference in rig being that the drifter had a boomless mainsail without topmast, the mast lowering in a tabernacle, while the trawler had a boomed mainsail and topmast. There were also "converter smacks," used both for drifting and for trawling, whose rig was altered as required.

Again in this volume Mr. March has followed the procedure of letting the first-hand statements of men familiar with the fishery in its various aspects tell the history. Again the illustrations are divided among a splendid series of photographs, a wide variety of plans, and a set of clear pen drawings of various details. These latter include all the fittings of the trawler MASTER HAND, built in 1920, and parallel a complete description of her in the text.

The author's use of commas between sentences is as undisciplined as ever, but the plans in this volume that are too large are on folding plates, a distinct improvement.

An appendix gives prices of items used in building a smack in 1908, a bill for ironwork, and details of spars, rigging, and outfit in 1884.

A few of the trawlers, fitted with engines, still work out of British ports, and many are still owned in Scandinavia and the Faeroes. This book will preserve their memory from the days of sail.

HARDING, Louis Allen, "A brief history of the art of navigation; an outline and background of the methods employed by navigators for finding their way around the seas," 142 pp.; 58 figs. William-Frederick Press, New York, 1952. Price $3.75.

Like many books, this one has been compiled from other books, rather than from a practical knowledge of the subject, and it suffers accordingly. It starts with a historical outline that goes back to classical times, then proceeds through dead reckoning, latitude, and longitude, to the voyages of Columbus, leaning heavily here on the work of Morison and McElroy, and, like them, neglecting current in reproducing his dead reckoning.

The "travis" board is mentioned in a quotation from John Smith, but there is no explanation of how it was used. The illustrations include two pages of postage stamps commemorating Columbus and other navigators. There is a bibliography, but no index.

It is stated on p.51 that the SOVEREIGN OF THE SEAS sailed from Honolulu to New York in 22 days, which is just 60 days short of the correct figure.

BOWEN, Dana Thomas, "Shipwrecks of the Lakes told in story and picture," xv, 368 pp.; 60 ill. The author, Daytona Beach, Florida, 1952. Price $5.00.

The third volume on the Great Lakes produced by Mr. Bowen, this one is adequately described by its title. It has a 20-page chronological list of Great Lakes vessel losses and an index of ship names.

DUGAN, James, "The great iron ship," in "New Yorker" 19 and 26 Sept. 3 & 10 Oct. 1953

A history of the steamship GREAT EASTERN of 1858 is not the sort of thing one expects to find in a popular magazine these days, but one of the charms of the "New Yorker" is its flair for providing the unexpected. The GREAT EASTERN, by being

40 years ahead of her time, in size if not in efficiency, attracted enough attention in her years afloat from 1858 to 1889 that every voyage is well documented, and Mr. Dugan has put together her entire background and history, beginning with a biographical sketch of Isambard K. Brunel, her builder, taking her through her transatlantic passenger service, cable laying, and her days as a floating carnival and billboard to her breaking up at New Ferry, across from Liverpool.

He handles the complicated nautical terminology surrounding her with only an occasional blunder and has produced a highly readable narrative. His only major error seems to be in accepting the story that a skeleton was found in the GREAT EASTERN's double bottom when she was broken up.

Unless our sources on English jurisprudence have greatly misled us, such a discovery would have called for a coroner's inquest, and all the facts would be on public record. No one yet has produced such facts, and in their absence we prefer to believe that the story is a myth.

VILLIERS, Alan, "The way of a ship; being some account of the ultimate development of the ocean-going square-rigged sailing vessel, and the manner of her handling, her voyage-making, her personnel, her economics, her performance, and her end," 429 pp.; ill. Charles Scribner's Sons, New York, 1953. Price $6.50.

(Reviewed by Frank W.Thober)

"The Way of a Ship" is quite worth while, though rather uneven. Some parts of it are excellent, but Villiers devotes a lot of space to wishful thinking and mooning on the subject of the departed glory of sail. Generally, as in all his books, the best parts are those in which he sticks to reporting his own experience and observations: he is good at this and certainly gives the reader the feeling of being right there on the ship.

However, the passage of time seems to have cast a rosy glow over his memories of his seagoing days. Compare his description of life on a square-rigger in this book with what he wrote 15 or 20 years ago, and you will find that there has been a marked increase in glamor and a reduction in the dangers, discomforts, and hard work involved in sailing a big deep-laden ship with a small crew.

The rather extensive parts of the book on the Laeisz ships are good and supplement the somewhat sketchy treatment given them by Lubbock. There is still room for a thorough study of this fleet, which was certainly the outstanding group of sailing vessels of recent years. It has long been my opinion that these ships were the highest development of the commercial sailing vessel, and it is gratifying to find someone else who agrees. There is little doubt that if it had been possible for the sailing vessel to survive as a paying proposition, it would have been along the lines of these German ships.

Unfortunately, Villiers suffers from the same disability that afflicts most British sea writers in some degree-- a blindness for American ships and their performances. When they do mention them at all, they give such a distorted idea of them that it would probably be better if they ignored them entirely. Typical examples are Underhill's skimpy treatment in "Deep Water Sail", and the mass of misinformation Lubbock published under the name of the "Down Easters." Villiers is no different, for after mentioning the reasons for the decline of the American clipper ship, he says that the Maine shipbuilders imported the plates for a steel four-master or two and then turned to schooners, entirely ignoring the hundreds of square-riggers built here in the sixties, seventies, and eighties.

It is in the list of record passages in the appendix that he really does a job of slighting the Yankees. The only San Francisco to New York passage he has listed here is 89 days for the BENJAMIN F.PACKARD in 1892. According to Matthews the correct time for this run is 94 days, but even if it were 83 as sometimes stated it was not the record. Other important records omitted are the PANAMA's 86 days from S.F. to Liverpool, YOUNG AMERICA's 99 in the other direction, WILD PIGEON's 50 and 51-day runs from Chile to New York, which are as good as anything done by the P ships, and the GLORY OF THE SEAS' 35-day transpacific run. In the bibliography, he mentions Cutler's, Matthews', and Clark's books, but apparently he has not read them thoroughly.

Not the least valuable part of the book is the illustrations. Although most are familiar, they are exceptionally well chosen to complement the text. They include about 40 plans and other drawings by Underhill and 80-odd photographs.

THE BARBOURS OF BREWER,
continued from page 73.

CITY OF WATERVILLE, built for Augusta, Me., owners for service up the Kennebec, was the only stern-wheeler built in the yard. The schooners HATTIE H.BARBOUR and ANNE LORD were built in the Warren yard, a short distance down river from the Oakes site.

Captain S.H.Barbour died in June 1896, and the business was continued by his sons, Captain Henry W. Barbour and Captain George H. Barbour. The latter, who now lives in Florida, has furnished most of the information in this account. At the time of his death, the elder Captain Barbour still owned the CASTINE, which had been used in the excursion business out of Bangor, and the yacht NAVIS. They were sold to settle the estate, the NAVIS going to Frank Jones of Portsmouth, N.H., and the CASTINE to Coombs Bros. of Islesboro for Penobscot Bay trading.

In the autumn of 1899 the CIMBRIA ran on the rocks at Bar Harbour and was badly damaged. She was hauled out and rebuilt at the Barbour yard and went back into service in 1900. Another rebuilding job that fall was on the steamer M.& M., owned by Bennett & Kerst of Bucksport, which had 20 feet added in the midship section and was launched again on 1 December 1899.

In March 1902 the brothers built the 149 ton excursion steamer VERONA for their own account, to be commanded by G.H.Barbour. She was the last of the line of steamboats to be built by the Barbours, and the shipyard was discontinued. The VERONA had the engine of the former AWASHONKS.

Captain Henry Barbour died in June 1951 in his 82d year. Captain George H.Barbour, whose last license was numbered 16-16, was born in 1866, and started to go deep water in December 1917 as second mate of the Clyde freighter INCA. Though he never commanded an ocean-going vessel, he served as pilot of several, and he finally retired from the sea as third mate of the Munson freighter MUNDIXIE in June 1934.

*****

SAILING SHIP NEWS

C.A.THAYER, 3m.sch. Was featured at the centennial celebration of Port Gamble, Washington, early in September.

CONSTANCE, sch. Ex yacht. 29 Aug.sailed Providence R.I. 16 Oct.arr Dakar 44 d after a rough passage; general cargo.

DANMARK, Dan.aux.tr.ship. 11 Sept.sailed Copenhagen; 19th arr London. 25th left London, 2 Oct.passed Ushant, 14th arr Lisbon. 19 Oct.sailed Lisbon; 28th sailed Madeira for Santos.

DEWARUTJI, Indones.aux.tr.bktn. Ran trials early July; 9 July sailed Cuxhaven for Hamburg; 28 July sailed Hamburg, 2 Aug. passed Lizard; 17 Aug.arr Port Said; 30th arr Aden; sailed 1 Sept.

EMERY RICE, aux.tr.bkn. (ex NANTUCKET ex USS RANGER) Now permanently moored at Kings Point, N.Y., as a museum ship. It was she and not SEVEN SEAS we saw there in the haze from the BOWDOIN last May.

ERNESTINA, Port.2m.sch. 11 Sept.arr Providence, R.I., 42 d from CVI; 1 pass.; small cargo beans, tapioca, flour, snuff tobacco. Weathered two hurricanes en route.

GEORGIO CINO, Ital.aux.bktn. See p.36 of Nov.1952 LOG CHIPS. Is ex bark yacht FANTOME, built as French bark BELEM.

MADALAN, Port.aux.bgn. 3 Sept.1953 arr Providence RI 21 d from St Vincent CVI, 17 pass; 1½ tons tapioca, 3500 lb beans, and misc.cargo. 8 Sept.libelled by US for $3300 damage to Halfway Rock navigation beacon last 15 Nov.

MERCATOR, Belg.aux.tr.bkn. 7 Aug.arr Antwerp, from Quebec 10 July.

WAWONA, 3m.sch. Sale to Ralph Peterson cancelled. Reported in a deal to carry livestock to Siberia, or to Hawaiian Is., but currently idle at Lake Union, Seattle.

(With thanks to Gordon Jones, Alan Villiers, Giles Tod, and R.H.I.Goddard Jr.)

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NEWS, NOTES, AND IRISH PENNANTS

WAR OF 1812 GUNBOAT RAISED-- AP dispatch from Penetanguishene, Ont., 31 Aug., reports U.of Western Ontario salvage party has raised U.S.gunboat SCORPION, veteran of Battle of Put-In-Bay, later captured by British. John Shedd writes, however, that John R.Stevens has pronounced her on examination to be TECUMSEH.

OREGON IN THE COURTS-- The hull of the Spanish War battleship OREGON is still at Guam, pending return to the State of Oregon for preservation as a relic. The only hitch is that it would cost an estimated $2,500,000 to bring her back and restore her superstructure. The company who bought her in 1943 for scrap, and from whom she was requisitioned by the War Shipping Administration for service as an ammunition barge, was recently awarded $25,000 in the Court of Claims as the scrap value of the hull at the time of requisition.

FATE OF ERSKINE M.PHELPS-- The famous Bath-built four-masted bark ERSKINE M. PHELPS became an oil barge in 1913. For many years she was operated along the

(continued on p.84)

FOUR-MASTED SHIPS -- II

The following vessels have been listed in various sources (including, in many cases, the launching lists in LOG CHIPS) as four-masted ships. However, Mr. Winston Langdon's researches definitely have established that they never carried yards on the aftermost mast, and that therefore they were always four-masted barks:

1883 ALBYN
1888 AFGHANISTAN
1886 ANDRINA
1886 BANNOCKBURN
1888 BUCKINGHAM
1890 CALIFORNIA
1887 CLAN BUCHANAN
1886 COLONY
1890 CROMPTON
1884 CRAIGBURN
1883 DRUMBLAIR
1887 DRUMCLIFF
1885 DRUMCRAIG
1883 DRUMELTAN
1882 DRUMMUIR
1887 DUCHALBURN
1882 DUNDEE
1883 EARL OF JERSEY
1886 ELLESMERE
1884 EUSTMERE
1894 FALLS OF ETTRICK
1886 FALLS OF HALLADALE
1883 FINGAL
1891 FORTEVIOT
1884 FORT GEORGE
1888 GALGATE
1886 GENERAL GORDON
1886 GILCRUIX
1882 GLENFINLAS
1882 GLENORCHY
1886 GOWANBURN
1888 HOLKAR
1889 HOLLINWOOD
1889 JANET COWAN
1885 KATE THOMAS
1889 KELBURN
1887 KENILWORTH
1883 KENTMERE
1882 LORD DOWNSHIRE
1889 LORD ROSEBERY
1888 LORD SHAFTESBURY
1883 LORD WOLSELEY
1892 LORD TEMPLEMORE
1886 LYNDHURST
1885 LOCH BROOM
1885 LOCH CARRON
1881 LOCH MOIDART
1881 LOCH TORRIDON
1885 LUCIPARA
1891 MASHONA
1884 MOEL TRYVAN
1886 NILE
1889 NORD
1892 PAUL RICKMERS
1882 PINMORE
1885 PRINCIPALITY
1886 PROVINCE
1887 RENEE RICKMERS
1884 SILBERHORN
1887 SINDIA
1885 RICHARD HAYWARD
1887 SOKOTO
1882 TALAVERA
1886 TASMANIA
1882 TEVIOTDALE
1883 W.J.PIRRIE
1882 WALTER H. WILSON
1891 WANPHRAY

The above were all British-built vessels, and in addition all vessels built in North America or on the continent of Europe (except L'INVENTION of 1801) should be excluded from any list of four-masted ships.

It will be observed that RICHARD HAYWARD and MOEL TRYVAN in the above list were on the "doubtful list" on p.70 of July LOG CHIPS. Mr.Langdon has since obtained their sail plan from their builders, which definitely proves them to have been four-masted barks.

DUNDEE's sail plan also proves her to have been a four-masted bark. On the other hand, Mr.Allen Knight has photos of BIDSTON HILL and HOLT HILL as four-masted ships.

Significant evidence concerning others in the "doubtful" list has been provided by Mr.Frank W.Thober, who traced the rig designations in the "Mercantile Navy List." The following are all listed there as four-masted barks:

1887 ALTMORE
1881 BEN DOURAN
1877 BENARES
1883 EARL BEACONSFIELD
1884 GENERAL ROBERTS
1883 KNIGHT OF ST.MICHAEL
1882 LIVERPOOL
1888 MARION LIGHTBODY

Two more vessels have been added on good authority to the list of four-masted full-riggers. One is the ECCLEFECHAN of 1882, which is listed merely as a "Ship" in early registers. However, she is called a four-masted bark in the "Record" for 1897, while Millett in "Yarns of an Old Shellback," p.43, says quite definitely that she was a four-masted ship.

The other is the COUNTY OF PERTH, built at Glasgow in 1874 either by Connell or Barclay, Curle, and lost on her maiden voyage in October 1874. According to Mr. Jens Malling of Copenhagen, the COUNTY OF PERTH was a four-masted full-rigger and the prototype of all the others in Craig's fleet.

Two four-masted ship illustrations in Lubbock's books can now be better identified. The damaged vessel opposite p.218 of "Last of the Windjammers," v.1, is COUNTY OF DUMFRIES at Chittagong in October 1895. Opposite p.344 of "Log of the CUTTY SARK" is WEST LOTHIAN.

Any reader with information that contradicts the evaluations in the above list, or that bears on the lists in the previous issue of LOG CHIPS, is urged to write us or Mr.Langdon at the following addresses:

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7801 Gateway Blvd.
Washington 28, D.C.

Mr.Winston Langdon
Hornersville
Missouri.

THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.69

1881

A. F. CROCKETT	433	Bath, Me.	Goss & Sawyer	Lost May/June 1894.
ADA A. KENNEDY	633	Bath, Me.	Goss & Sawyer	Lost 1893.
ALICE A. HALL	356	Camden, Me.	H. M. Bean	Sunk Dec.1881.
ANDREW J. YORK	228	E. Deering, Me.	George Russell	Lost 1891.
ANN J. TRAINER	426	Camden, N.J.	S. W. Tilton	Submarined 16 Sept.'17
B. L. BURT	757	Bath, Me.	A. Sewall & Co.	Lost 1893/94.
BELLE O'NEILL	467	Bath, Me.	William Rogers	Foundered 4 Feb.1909.
C.	138	Bridgeton, N.J.	W. H. Phillips	Wrecked Jun.1889.
CHARLES L. JEFFREY	348	E.Boston, Mass.	J. M. Brooks	1920 sold Portuguese; renamed first UNIAO II and later VIAJANTE.
CHARLES L. MITCHELL	597	New Haven, Conn.	H. H. Hanscom	Abandoned 8 Dec.1906.
CHARLES NOBLE SIMMONS	753	Bath, Me.	Goss, Sawyer & Packard	March 1918 sold to France; rn NIEVRE.
CLARA S.	428	Bath, Me.	Goss & Sawyer	Wrecked 14 July 1897.
		at the mouth of the	Kennebec; rn EDWARD W.SCHMIDT Feb.1884.	
COX & GREEN	591	Newburyport, Mass.	Atkinson & Fillmore	Foundered 30 Nov.'10.
D. D. HASKELL	317	Belfast, Me.	Jacob Y. Cottrell	Wrecked 9 May 1905.
DAVID W. HUNT	348	Bath, Me.	Deering & Donnell	Lost 1888/89.
E. H. CORNELL	355	Bath, Me.	Deering & Donnell	Lost 1895.
EDWIN A. GASKILL	350	Leesburg, N.J.	John Russell	Lost 1898/99.
ELLA M. HAWES	297	Bath, Me.	B.W.& H.F.Morse	Lost 1893.
EMMA C. MIDDLETON	527	Philadelphia, Pa.	Birely, Hillman & Streaker	Lost 1904/05.
ENOCH ROBINSON	573	Bath, Me.	Goss & Sawyer	Lost 1881.
EVA L. FERRIS	590	Newburyport, Mass.	Atkinson & Fillmore	Lost 1902.
FANNIE BROWN	508	Northport, N.Y.	Jesse Carll	Sunk 26 Dec.1899.
FANNIE A. GORHAM	324	Belfast, Me.	Carter Bros.	Lost 1896.
FANNIE L. CHILD	425	Waldoboro, Me.	A. Welt & Co.	Lost 1902/03.
FRANK M. McGEAR	375	Milford, Del.	J. W. Abbott & Co.	Lost 1890.
GEN'L ADELBERT AMES	476	Camden, Me.	H. M. Bean	Wrecked 21 Jan.'14.
GEORGE MOULTON JR.	407	Bath, Me.	BW, HF & CW Morse	Lost 1891/92.
HARRY A. BARRY	469	West Haven, Conn.	Gessner & Marr	Lost 1886/87.
HANNAH M. LOLLIS	299	Lebanon, Del.	J. C. Wells	Lost March 1882.
HELEN MONTAGUE	407	Rockland, Me.	A. F. Ames	Aug.1917 sold French.
HELEN A. CHASE	599	Wiscasset, Me.	J. M. Haynes	Lost 1890/91.
HELEN H. BENEDICT	770	Bath, Me.	Goss, Sawyer & P.	Wrecked 6 Feb.1914.
HENRY WADDINGTON	494	Milton, Del.	D. H. Atkins	Lost 1892.
J. HOWELL LEEDS	414	Mauricetown, N.J.	J.W.Vanneman	Wrecked 1 Dec.1918.
JAMES A. GARFIELD	416	Brewer, Me.	Cakes & Son	Wrecked 3 Aug.1902.
JENNIE S. HALL	450	Waldoboro, Me.	William Fish	Missing Aug.1916.
JOEL COOK	392	Camden, N.J.	Morris & Mathis	Barge '91; exempt'00.
JOSEPH M. HAYES	302	Bath, Me.	B.W. & H.F.Morse	Lost 1888/89.
JULIA S. BAILEY	322	Bath, Me.	Goss, Sawyer & P.	Missing Dec.1897.
LIDA J. LEWIS	563	Camden, N.J.	S. W. Tilton	Lost 1897/98.
LIZZIE B. WILLEY	573	Thomaston, Me.	Dunn & Elliott	Foundered 10 Apr.'15.
LIZZIE S. HAYNES	437	Wiscasset, Me.	J. M. Haynes	Lost 25 May 1890.
LOUIS BUCKI (Steam auxiliary)	416	Middle Haddam, Conn.	J. H. Woodhouse	Lost 1890.
LUCIA PORTER	332	Belfast, Me.	G. W. Cottrell	Foundered 26 Aug.'16.
MARTHA S. BEMENT	479	Bath, Me.	Goss & Sawyer	Missing Dec.1909.
MARY SANFORD	479	E. Boston, Mass.	J. M. Brooks	Abandoned 31 Jan.'09.
MARY E. MORSE	644	Bath, Me.	B.W.& H.F.Morse	Junked about 1919.
MESSENGER	344	Bath, Me.	William Rogers	Lost 1895.
MILFORD	226	Rockland, Me.	Francis Cobb	Lost 1893/94.

1881, continued.

MINNIE	272	Berwick City, La.		Lost 1888.
MORRIS W. CHILD	512	Camden, Me.	H. M. Bean	Lost 1901/02.
NELSON BARTLETT	670	Thomaston, Me.	S. Watts	Made barge at Pensacola 1899, after casualty. Laid up 1904; junked 1907.
NETTIE CHAMPION	445	Deal's Point, N.J.	John Clark	Abnd.27 Dec.1909.
RAYMOND T. MAULL	538	Coopers Point, N.J.	S. W. Tilton	Wrecked 21 March 1906.
REBECCA S. MULFORD	579	Millville, N.J.	J. D. Bell	Lost 1886.
ROBERT H. RATHBUN	366	Bath, Me.	Goss, Sawyer & P.	Lost 1898.
ROBERT H. PARKER	379	Milford, Del.	T. Carlisle	Lost 1893.
ROBERT GRAHAM DUN	595	Bath, Me.	Goss, Sawyer & P.	Abnd.6 April 1915.
S. M. THOMAS	760	Bath, Me.	Arthur Sewall	Lost 1885.
SALLIE YOUNG	396	Dennisville, N.J.	G. P. Wentzell	Lost 1883/84.
SAMUEL B. HUBBARD	403	New London, Conn.	James Davidson	Sept.1916 sold British.
SAMUEL H. WALKER	593	E.Boston, Mass.	R. Crosbie	Lost 1894.
SAMUEL S. THORP	528	City Island, N.Y.	David Carll	Jan.1917 sold Danish; rn BARON ROSE of London; later aux.LAUMONA of London.
SUSAN H. RITCHIE	540	E. Boston, Mass.	John H. Grant	Lost 1894.
TAMOS	388	Bath, Me.	Goss, Sawyer & P.	Lost 1891/92.
THOMAS B. GARLAND	348	Bath, Me.	Goss, Sawyer & P.	Wrecked Oct.1921.
THOMAS W. HYDE	515	Bath, Me.	Adams & Hitchcock	Lost 1898.
WACCAMAW	458	Port Jefferson, N.Y.	J.M.Bayles & Son	Became barge, 1913.
WILLIAM BEAZLEY	238	Bucksport, Me.	Wm. Beazley & Co.	Lost 1889/90.
WILLIAM O. SNOW	589	Bath, Me.	Goss & Sawyer	Missing Nov.1898.
WILLIAM LORMAN ROBERTS	763	Bath, Me.	Goss & Sawyer	Nov.1904 rn BEULAH McCABE; fndrd.Sep.'08.
WILLIAM MEYER	58	Lake Charles, La.		Lost 1885.
WILLIE L. NEWTON	385	Bangor, Me.	Crosby Bros.	Abandoned Apr.1904.
WOODWARD ABRAHAMS	744	Waldoboro, Me.	A. Storer & Son	Subnarined 22 Apr.'17.
WYER G. SARGENT	324	Sedgwick, Me.	Billings	Lost 1891.

1880

ABBIE H. GHEEN	266	Frederica, Del.	Nathaniel Lank	Wrecked 13 Feb.1916.
ALFARETTA S. SNARE	252	Bath, Me.	William Rogers	Lost 1899/1900.
ALICE HEARN	347	Milton, Del.	C. C. Davidson	Lost 1887.
ANNA R. BISHOP	448	Wilmington, Del.	Jackson & Sharp Co.	Missing Jan.1909.
ANNIE C. GRACE	516	Camden, N.J.	Morris & Mathis	Missing Dec.1910.
ANNIE L. HENDERSON	428	Camden, Me.	H. M. Bean	Burned 1 Sept.1906.
AUSTIN D. KNIGHT	391	Camden, Me.	Coombs & Co.	Lost late 1902.
B. FRANK NEALLEY	274	Bath, Me.	Goss, Sawyer & P.	Sold foreign 1907.
BELLE HIGGINS	412	Bath, Me. Renamed JULIA A. TRUBEE, July 1890.	A. Sewall & Co.	Foundered 7 Mar.1914.
BESSIE C. BEACH	341	Fairhaven, Conn.	Howard H. Hanscom	Wrecked 6 Dec.1912.
BLANCHE HOPKINS	634	Coopers Point, N.J.	S. W. Tilton	Lost 1905.
CHARLES H. MORSE	535	Bath, Me.	B.W. & H.F.Morse	Lost 1886.
CITY OF AUGUSTA	580	Bath, Me. Cuban; rn LUCIA.	Goss & Sawyer	June 1918 sold
EDITH R. SEWARD	244	Dorchester Co., Md.	Wm. J. Lambdin	Lost 1892.
ELECTRIC LIGHT	564	Bath, Me.	Deering & Donnell	Lost 1889/90.
ELISHA GIBBS	489	Bath, Me.	Goss & Sawyer	Lost 1895.
ELM CITY	672	Bath, Me.	Goss, Sawyer & P.	Fndrd.24 March 1912.
ERASTUS WYMAN	597	Bath, Me. PASADENA. 21 Nov.1905 wrecked at Fernandina, Fla.	Goss, Sawyer & P.	May 1896 rn
FANNIE A. MILLIKEN	263	Bath, Me.	Hagan & Thurlow	Lost 1897.
FRANK HARRINGTON	634	Waldoboro, Me.	A. Storer & Son	Lost 1890.
GEORGE M. ADAMS	641	Bath, Me.	Adams & Hitchcock	Lost 1897.
GOVERNOR HALL	589	Milford, Del.	J.W.Abbott & Co.	Foundered Nov.1896.

1880, continued.

GRACIE N.	419	Port Jefferson, N.Y.	J. M. Bayles & Son.	Lost 1885.
HARRY MESSER	627	Bath, Me.	Goss & Sawyer	Wrecked 24 Dec.1908.
HOPE HAYNES	216	Wiscasset, Me.	J. M. Haynes	Junked 1909.
HORATIO	408	Bath, Me.	Goss & Sawyer	Junked 1913.
J. A. HATRY	172	Portland, Me.	Edward C. Brewer	Lost 1890/91.
JAMES B. OGDEN	678	Alexandria, Va.	Alex.MR & SB Co.	Lost 1895/96.
JAMES T. MORSE	561	Bath, Me.	B.W. & H.F.Morse	Lost 1885/86.
JEANIE LIPPITT	742	Boston, Mass.	J. M. Brooks	Wrecked 22 Dec.1908.
JOHN G. SCHMIDT	495	Leesburg, N.J.	John Russell	Lost 1904/05.
JOHN R. FELL	354	Bath, Me.	William Rogers	Missing 1915.
JOSEPHINE (IRON)	365	Philadelphia, Pa. barge, N.coast Cuba.	Cramp & Son. Rerigged later;	1912 became coal foundered Habana harbor.
KATE MARKEE	503	Bath, Me.	A. Sewall & Co.	Lost 1894.
MARY SPRAGUE	649	Thomaston, Me.	S. S. Gerry	Lost 1896/97.
MELISSA TRASK	236	Brewer, Me.	Perkins	Wrecked 22 Sept.1922
MOSES WEBSTER	488	Bath, Me.	Goss & Sawyer	Lost 1885/86.
NELLIE S. PICKERING	279	Belfast, Me.	Carter & Bro.	Lost 1895.
ORVILLE HORWITZ	515	West Haven, Conn.	Gessner & Marr	Lost 1887.
RICHARD S. LEAMING	487	Dennisville, N.J.	Geo.P. Wentzell	Lost 1904/05.
ROBBIE L. FOSTER	430	Camden, Me.	H. M. Bean	Wrecked Oct.1882.
ROBERT W. DASEY	356	Milton, Del.	Charles H. Atkins	Lost 1899.
SARAH & ELLEN	582	E. Deering, Me.	George Russell	Lost 1899.
SPARTAN	623	Bath, Me.	Goss, Sawyer & P.	Lost 1903.
STELLA M. KENYON	375	Belfast, Me.	Brown & McDonald	Lost autumn 1890.
TAYLOR DICKSON	600	Camden, N.J.	Morris & Mathis	Lost 1892.
W. H. OLER	693	Bath, Me. 15 Feb.1908 wrecked	D. Blaisdell on Cape Hatteras, N.C.	Aug.1901 rn MELROSE;
WILLIAM B. WOOD	598	Camden, N.J.	Morris & Mathis	Lost 1893/94.
WILLIAM P. HOOD	665	Bath, Me.	Goss, Sawyer & P.	Foundered 5 Nov.1916.
WILLIAMS C. WICKHAM	329	Milford, Del.	Thomas Carlyle	Lost 1902.
ZACCHEUS SHERMAN	767	Bath, Me.	Goss & Sawyer	Wrecked 28 Feb.1913.

NEWS, NOTES, IRISH PENNANTS, contd.from p.80

Pacific Coast by the Union Oil Company, carrying crude oil to their refinery on San Francisco Bay, and about 1930 she was retired to service in Los Angeles Harbor. Taken over by the U.S.Navy on 3 Nov.1942, she was designated Y.O.147, and became a bunker depot at Manus. In response to a recent inquiry as to her whereabouts, the San Francisco Maritime Museum received the following dispatch: NAVY SANK YO 147 8 DECEMBER 1945 MANUS ISLAND.

JESSE H.FREEMAN ORIGINALLY SCHOONER-- Lew Parker writes in response to our comment on this vessel on p.72 that he has a Stebbins photo of her as a steam auxiliary three-masted schooner. She should therefore be added to the list on page 57.

ALBERTINE ADOUE-- Correct the spelling of this schooner's name on p.116 of LC v.2. She was lost on Spanish Cay Reef, Abaco, B.W.I., on 29 March 1894.

COLBERT-- This French bark (LC, v.3, p.36) was owned by Alexandre Viot of Nantes and measured 1608 tons.

FATES OF ESSEX-BUILT THREE-MASTERS-- Gordon Thomas furnished the following on schooners listed on pages 31, 32, and 43 of vol.2:

GENERAL WOOD A.D.Story, builder. Lost 1940, Grand Turk, B.W.I.
BEULAH MAE Lost Catalina NFL 1925
GEORGE A WOOD Lost Sable I, NS, 1930
OLIVETTE Lost Iceland 1924
MARNE Rn.GORDON FREDGE; lost at sea Dec.1924
NAT L.GORTON Last listed as THELMA of Venezuela 1935/6.
GENERAL GOUGH Lost with all hands in Atlantic 1931

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER EIGHT 85 JANUARY 1954

THE SHIPBUILDERS OF BATH, MAINE. III
GOSS, SAWYER, PACKARD, AND THE NEW ENGLAND COMPANIES.

What was to become the most extensive wooden shipbuilding operation ever conducted in America began in Bath in 1866, when the firm of Goss & Sawyer was formed. Captain Guy C.Goss was born in October 1822 in Sangerville, Maine. He taught school at Georgetown, near Bath, as a young man until the call of the sea became too strong and by the time he was 30 he had attained command of the brig FLORENCE NIGHTINGALE of Boston. Two years later he was given a full-rigged ship by Trufant & Drummond of Bath, and he sailed for them for eight years, his last command being the ELLA. In 1865 he was managing owner of the 728-ton bark TOSCANA, built at Bath that year, and later that year started shipbuilding in partnership with B.L.White.

The accounts given by Matthews in "American Merchant Ships" and by Henry Owen Jr. in the Bath "Anvil" for 4 Jan.1908, are not entirely clear on this period, but it appears that Goss & White built the following four vessels in the former Harward yard at the far North End of Bath:

	1866	
Sch	JOHN CROOKER	208
Sch	VERNAL	148
Sch	NETTIE CURRIER	171
Brig	DAVID OWEN	323

Goss & Sawyer are listed as managing owners of all four of the above. Elijah F. Sawyer had been one of the master workmen in the shipyard of F.O.Moses until in 1866 he joined Captain Goss in the firm of Goss & Sawyer. There is no further record of B.L.White, and perhaps he belongs with the TOSCANA and not the four schooners; at any rate Goss & Sawyer in 1866 bought the former Johnson Rideout shipyard and there established the best-equipped wooden shipyard in Maine. Although they are listed as managing owners of some of their products, most of their work was done on contract. In many cases they retained a minor share in the vessels turned out by them. Here is their list:

	1866	
Brig	F.I.MERRYMAN*	217
	1867	
Sch	JOHN H.PERRY	180
	1868	
Bark	C. O. WHITMORE	894
Bark	LIZZIE H.	896
	1869	
Bark	MENDOTA*	512
Brig	F.I.MERRYMAN (rebuilt)	343
Brig	GLENDALE (?rebuilt)	423
	1870	
Sch	MARY E.RANKIN (rebuilt)	349
Bark	KENIA*	786
Sch	SAMUEL C. HART	258
Sch	MARCIA S.LEWIS (rebuilt)	347
	1871	
Sch	PEACEDALE	129
Barge	YOSEMITE	151
3mSch	CALVIN P. HARRIS	465
3mSch	JAMES FORD	628
3mSch	ROBERT RUFF	219
3mSch	WILLIAM D.HILTON	324
	1872	
3mSch	ALFRED W. FISK	395
3mSch	WITCH HAZEL	251
3mSch	CHARLES H.LAWRENCE	621
3mSch	DOUGLAS HAYNES	173
3mSch	JONAS H. FRENCH	258
3mSch	ALICE BELLE	277
3mSch	EMPRESS	355
3mSch	THOMAS W. HAVEN	314
Barge	ADVANCE	282
Barge	PIONEER	303
Sch	HATTIE PERRY	174
	1873	
3mSch	RALPH M. HAYWARD	487
3mSch	COLIN C. BAKER	410
3mSch	ALBERT DAILEY	238
3mSch	LOUISE D. RATHBUN	301
3mSch	IRA D. STURGIS	235
Sloop	DELPHINE A. WYMAN*	72
3mSch	H. A. DE WITT	239
3mSch	GEORGE SEALY	301
3mSch	WILLIAM H. JOURDAN	497
Bark	WILLIAM H. BESSE*	1026
3mSch	ALFRED BRABROOK	562
Ship	JOHN H. KIMBALL	1266

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1873, contd.

3mSch	BENJAMIN B. CHURCH	513

1874

3mSch	CHARLES F. SAMPSON	533
Bark	EDWIN H. KINGMAN*	1111
Bark	CHARLES W. COCHRANE*	1105
Bark	XENIA*	1174
Ship	B. P. CHENEY	1322
Sloop	LETTIE (Yacht)	8
Bktn	NORENA	438
Bark	MARTHA P. TUCKER*	654
Ship	LEADING WIND	1208

(Asterisks after the name mark vessels for which Goss & Sawyer are listed as managing owners.)

To the north of Goss & Sawyer's yard was a slip, across which was a small marine railway used by Loring White and later by John D.Bibber for the construction of some small vessels. This site was purchased by Benjamin F.Packard in 1873. Packard was a native of Biscasset who came to Bath in 1850 at the age of 24 to work in the shipyards. During the '60's he was boss carpenter for F.O.Moses, where Sawyer had also been employed, and after the Moses yard built its last ship in 1869 he was associated for a time with Loring White.

A new partnership, Goss, Sawyer & Packard, was formed to build the vessels laid down at the new site, while operations to the south were continued under the former name of Goss & Sawyer. It appears, however, that Packard had an interest also in the latter firm, so that not a great amount of attention was paid to distinguishing which yard a vessel was built in, and the contract or hull numbers were assigned in the same sequence for both yards. The following table, therefore, lists vessels built by both partnerships, with the designation G&S or GSP taken from the Bath carpenter certificates now in the National Archives. A number, keyed to the notes at the end, appears when the attribution is doubtful, and an asterisk as before denotes that the builders were recorded as managing owners.

1874

Bktn	ELVINA	GSP	353
Ship	MARY L. STONE	G&S*	1459
Bark	W. A. HOLCOMB (1875)	GSP*	953
Ship	CITY OF PHILADELPHIA	G&S*	1457
Ship	ASTORIA	G&S	1395
Bark	J. D. PETERS	GSP	1085

1876

Ship	PALMYRA	G&S	1359
Bark	JOHN A.WINTHROP	GSP	338
Bark	WESTERN BELLE	G&S*	1135
Bark	BELLE OF OREGON	G&S*	1169
Ship	ADAM M. SIMPSON	G&S*	1525

1876, contd.

Ship	DAKOTA	G&S	1370
Ship	ALAMEDA	1	1474
Bark	FRED P. LITCHFIELD	GSP	1083

1877

Bark	JOSEPHINE	GSP	384
Bark	KEPLER	2	770
Bark	LUCRETIA	G&S	312
Ship	BELLE OF BATH	G&S	1418
Bark	FOREST BELLE	G&S*	1296
Bark	JAMES ALLEN	G&S	348
Ship	HECLA	GSP	1529
Bark	CRESCENT	G&S	613
3mSch	MARY J. CASTNER	3	433
Ship	FLORENCE	G&S	1684
Bark	JONATHAN BOURNE	G&S	1472

1878

Bark	VERONICA	G&S	409
SidWhl	CITY OF LYNN(ferry)	GSP	340
3mSch	JOHN BRACEWELL	G&S	224
Bark	GERARD C.TOBEY	GSP	1459
Ship	ECLIPSE	G&S	1595
Brig	CAMEO	G&S	244
Bark	CHARLES B. KENNEY	GSP	1128
Bark	EMMA T.CROWELL	G&S	1137

1879

3mSch	CHARLES A. BRIGGS	G&S	758
SidWhl	MOUNT DESERT	4	457
3mSch	HATTIE S. WILLIAMS	GSP	898
3mSch	CHARLES H.TRICKEY	G&S	281
3mSch	QUAKER CITY	G&S	510
3mSch	NELLIE V. ROKES	GSP*	296
3mSch	WARREN B. POTTER	G&S	318
St.Bk	MARY & HELEN	GSP	491
3mSch	BERTHA F. WALKER	G&S	686
3mSch	SERENA R. SOPER	GSP	603
3mSch	MABEL L. PHILLIPS	2	831
3mSch	E. C. ALLEN	G&S	500
Bark	GUY C. GOSS	GSP	1572

1880

3mSch	ERASTUS WYMAN	GSP	598
Brig	ACHILLES	G&S	374
Bark	ALUMINA	G&S	293
3mSch	B. FRANK NEALLEY	GSP	274
3mSch	WILLIAM P. HOOD	G&S	666
3mSch	ELM CITY	GSP	628
3mSch	CITY OF AUGUSTA	G&S	581
3mSch	ELISHA GIBBS	G&S	490
4mSch	WILLIAM L. WHITE	GSP	996
3mSch	ZACCHEUS SHERMAN	G&S	767
St.Bk	BELVEDERE	GSP	440
3mSch	HORATIO	G&S	409
3mSch	SPARTAN	GSP	623
3mSch	MOSES WEBSTER	G&S	488
3mSch	HARRY MESSER	G&S	628
Sch	AMERICA	G&S	78
Bark	WILLIAM W. CRAPO	GSP	1648

1881

3mSch	ADA A. KENNEDY	G&S	633
Bark	FLUORINE	G&S	298
3mSch	ENOCH ROBINSON	G&S	574

1881, continued

3mSch	ROBERT GRAHAM DUN	GSP	595
3mSch	ROBERT H. RATHBUN	GSP	366
3mSch	WILLIAM O. SNOW	G&S	589
Ship	WILLIAM J. ROTCH	GSP	1718
3mSch	THOMAS B. GARLAND	GSP	319
St.Bk	NORTH STAR	GSP	489
3mSch	JULIA S. BAILEY	GSP	323
Ship	TACOMA	G&S	1738
Ship	JACOB E. RIDGEWAY	G&S	1803
3mSch	CLARA S.	G&S	442
3mSch	MARTHA S. BEMENT	G&S	479
3mSch	HELEN H. BENEDICT	GSP	720
H.Brig	SUNLIGHT	GSP	374
Bark	COWLITZ	G&S	779
Sid.Whl	STATE OF MAINE	5	1410
3mSch	WILLIAM LORRAN ROBERTS	G&S	763
3mSch	CHARLES NOBLE SIMMONS	GSP	754
3mSch	TAMOS	GSP	388
3mSch	A. F. CROCKETT	G&S	434

1882

Ship	WILLIAM H.STARBUCK	GSP	1339
Ship	HENRY FAILING	G&S	1976
3mSch	MINNIE SMITH	G&S	391
3mSch	LUCINDA G. POTTER	G&S	645
4mSch	ELLIOTT B. CHURCH	G&S	1138
3mSch	ANNIE J. PARDEE	GSP	682
3mSch	JOSIE R. BURT	GSP	760
3mSch	ANNIE T. BAILEY	G&S	449
St.Bark	MARY & HELEN	GSP	508
St.Sch	MAGGIE J.SMITH (3m)	GSP	700
3mSch	L. A. PLUMMER	6	395
3mSch	BERTHA DEAN	6	750
3mSch	ZIMRI S. WALLINGFORD	G&S	296
3mSch	FANNIE E. WOLSTON	G&S	296
3mSch	FLORENCE RANDALL	G&S	741
Ship	CHARLES E. MOODY	G&S	2003
St.Bark	MENDOZA	GSP	840
3m.Sch	LINAH C. KAMINSKI	7	443
St.Bark	GEORGE S.HOMER	GSP	1174
3mSch	LIZZIE M. DUN	GSP	746
3mSch	WILLIAM F.COLLINS	G&S	303
3mSch	FLORENCE J.ALLEN	7	482
3mSch	NATHAN LAWRENCE	G&S	770
St.Sch	WALKER ARMINGTON (4m)	GSP	913

1883

St.Sch	JEANIE (4m)	GSP	1071
3mSch	LEANDER V. BEEBE	2	749
3mSch	BROOKE B. ROKES	GSP	336
St.Sch	JESSE H.FREEMAN (3m)	G&S	516
Ship	WILLIAM H. SMITH	GSP	2003
Ship	E. F. SAWYER	G&S	1994
3mSch	CHARLES H. WOLSTON	G&S	350
3mSch	JOHN S. DAVIS	G&S	364
3mSch	CITY OF JACKSONVILLE	GSP	354
Stm.Bk	THRASHER	GSP	512
Bark	AMY	G&S	701
Ship	JOHN R. KELLEY	G&S	2255
3mSch	HENRIETTA J.POWELL	G&S	316
Ship	BENJ. F. PACKARD	GSP	2130

1884

3mSch	CITY OF BALTIMORE	GSP	357
3mSch	MAUD H. DUDLEY	G&S	393
St.Sch	LORENZO D.BAKER (3m)	G&S	966
Stmr	AL-KI	GSP	943

Notes:

1. No builder is given on ALAMEDA's certificate. Goss & Sawyer given elsewhere.
2. Only G.C.Goss is given as builder of KEPLER, MABEL L.PHILLIPS, or LEANDER V. BEEBE. Goss & Sawyer given elsewhere.
3. The certificate of MARY J.CASTNER is signed by Wm.H.Brown and gives builders as "Goss, Sawyer, Stantial & Brown."
4. No certificate located for MOUNT DESERT. Goss & Sawyer given elsewhere.
5. No certificate located for STATE OF MAINE. Goss, Sawyer & Packard given elsewhere.
6. BERTHA DEAN and L.A.PLUMMER are given as built by "Packard & Haggett." Amos B. Haggett signed for the DEAN. We understand that he was interested in the two Goss firms.
7. LINAH C.KAMINSKI and FLORENCE J.ALLEN are listed on their certificates as built by "Goss, Sawyer & Co."

Another vessel credited on the certificates as built by B.F.Packard was the 27-ton steam yacht AIDA of 1882. The yacht registers, however, credit her to C.B. Harrington. Her owner was George S.Homer of New Bedford, the man for whom the auxiliary steamer built in 1882 by Goss, Sawyer & Packard was named.

According to Matthews, the heavy investment by Goss and his partners in auxiliary sailing vessels led to their bankruptcy in the depression year of 1884. By this time the slip joining the two yards had been filled in, and the waterfront, with 10 sets of ways, was the largest shipyard in Bath, and probably the largest wooden yard in the world. Too much of Bath's prosperity depended on the continued operation of the yard to allow it to remain idle, and so the leading businessmen of the city joined in a corporation called the New England Shipbuilding Company to keep it going. Guy C.Goss was the first president of the new corporation, and Isaiah S.Coombs the treasurer, with the board of directors consisting of Charles E.Moody, Gen.Thomas W.Hyde, Galen C.Moses, Samuel D. Bailey, Henry W.Swanton, and Arthur Sewall. Elijah F.Sawyer stayed on as master builder, with B.F.Packard, until his death in September 1885, as superintendent. Sawyer left the firm in November 1886 to join in Kelley, Spear & Co., and Goss left about the same time, retiring to Staten Island, N.Y., where he died in May 1890. G.C.Moses

then became president of the corporation.

Here is the list of vessels built by the New England Shipbuilding Company:

	1884	
3m.Sch	CHARLES W. CHURCH	844
3m.Sch	C. A. WHITE	832
3m.Sch	LORING C. BALLARD	661
St.Bktn	MORNING STAR	471
3m.Sch	SAN DOMINGO	422
3m.Sch	JOHN J. HANSON	686
	1885	
Sid.Whl.	CUMBERLAND	1605
Stmr.	HAYTIEN REPUBLIC	1089
3m.Sch	CITY OF PHILADELPHIA	387
Stm.Tug	PANCHO	40
Ship	HOTSPUR	1274
Ship	FRANCIS	2077
Bktn	LIZZIE CARTER	790
	1886	
4m.Sch	AGNES MANNING	875
3m.Sch	JONATHAN SAWYER	400
Barge	RELIEF	215
Stmr.	SAPPHO	276
4m.Sch	EVA B. DOUGLASS	1093
4m.Sch	SARAH W. LAWRENCE	1370
Stmr.	MOUNT WALDO	324
4m.Sch	CASSIE F. BRONSON	1125
Bark	WILLIAM BAYLIES	325
Sch	MAINE	190
3m.Sch	J. S. HOSKINS	412
3m.Sch	CHILDE HAROLD	781
	1887	
Stmr.	WINTHROP	1442
Sid.Whl.	SHREWSBURY	326
Stmr.	WINTER HARBOR	19
4m.Sch	LUCY H. RUSSELL	1166
Stmr.	COCHECO	68
3m.Sch	EDGAR C. ROSS	400
	1888	
4m.Sch	BLANCHE H. KING	1156
4m.Sch	VIKING	1017
4m.Sch	GRACIE D. BUCHANAN	1141
Bark	S. C. ALLEN	690
4m.Sch	CALVIN B. ORCUTT	953
3m.Sch	JOHN PEIRCE	405
Stm.Yct.	SAGAMORE	323
Stm.Yct.	SAPPHIRE	120
Sch.Yct.	MONHEGAN (see note)	23
3m.Sch	J. FRANK SEAVEY	413
Stmr.	NAHANADA	91

Note: Manning's "Yacht Register" lists the MONHEGAN as built by C.B.Harrington to the design of Edward Burgess.

Although a good volume of repair work was secured by the New England Shipbuilding Co. in addition to the construction contracts listed above, a bad fire in the yard in 1887 resulted once more in financial distress and another reorganization. The certificate of the 1658-ton four-masted schooner TECUMSEH, completed early in 1889, gives her as built by G.C.Moses & Co., and subsequent construction was carried out by a new corporation called the New England Company. G.C.Moses was its president, later being succeeded by Charles H. McLellan. The directors in 1907 were Edward W.Hyde, G.C.Moses, Amos Haggett, I.S. Coombs, and J.A.McLellan. The Bath Iron Works, which was established in 1889 by General Hyde (originally it was the Goss Marine Iron Works, founded by Capt.G.C. Goss in 1887), was closely associated with the New England Company, and the latter was subcontractor on the hulls of wooden vessels built by the former, starting with the COTTAGE CITY in 1890.

Here is the list of the New England Co.:

	1889	
4m.Sch	JOHN PAULL	1509
Sid.Whl.	KENNEBEC	1652
4m.Sch	HENRY S. LITTLE	1096
3m.Sch	JENNIE C. MAY	882
3m.Sch	MONTANA	378
4m.Sch	MARGUERITE	1553
	1890	
Sid.Whl.	PORTLAND	2284
3m.Sch	CACTUS	535
3m.Sch	FREDERICK ROESSNER	407
Stmr.	COTTAGE CITY	1885
4m.Sch	EDITH OLCOTT	1194
3m.Sch	HENRY CLAUSEN JR.	550
4m.Sch	GEORGE BAILEY	1245
4m.Sch	JOHN HOLLAND	1165
4m.Sch	ADDIE M. ANDERSON	934
Bktn	HUSTLER	673
	1891	
4m.Sch	LAURA C. ANDERSON	961
4m.Sch	MARY ADELAIDE RANDALL	1167
4m.Sch	STELLA B. KAPLAN	1079
Stmr.	MANHATTAN	1892
3m.Sch	ELLA L. DAVENPORT	543
3m.Sch	MARY E. OLYS	224
4m.Sch	JENNIE S. BUTLER	943
4m.Sch	LIZZIE H. BRAYTON	1127
	1892	
Sid.Whl.	HERCULES	800
Stmr.	JULIETTE	132
Sid.Whl.	FRANK JONES	1634
Lighter (unnamed; for Maine SS Co.)		
4m.	OLYMPIC (jackass bark)	1469
	1893	
Sid.Whl.	ELIZABETH CITY	255
Stmr.	KING PHILIP	134
	1895	
Sid.Whl.	BAY STATE	2211
Stmr.	ST. CROIX	1993
Stmr.	SALACIA	352
3m.Sch	BAYARD HOPKINS	270
	1896	
Two scows (unnamed; for Portland RR)		
Sch.Brg.	LIBERTY	856

	1896, continued.	
4m.Sch	GOODWIN STODDARD	887
Sch.Brg.	ELLENVILLE	858
	1897	
Stmr.	LINCOLN	966
	1898	
Sch.Brg.	NUMBER 4	920
Stmr.	SAGAMORE	104
Sch.Brg.	NUMBER 5	909
Sch.Brg.	NUMBER 6	910
4m.Sch	RACHEL W.STEVENS	1211
Sch.Brg.	NUMBER 7	898
	1899	
Sch.Brg.	NUMBER 8	924
Sch.Brg.	NUMBER 9	909
Sch.Brg.	NUMBER 12	930
Sch.Brg.	NUMBER 14	927
Sch.Brg.	NUMBER 15	912
Sch.Brg.	NUMBER 16	923
Sch.Brg.	NUMBER 17	935
Sch.Brg.	BATH	926
Sch.Brg.	BANGOR	931
	1900	
5m.Sch	MARY W. BOWEN	2153
Sch.Brg.	IOWA	1606
Sch.Brg.	BENAVIDES	924
Sch.Brg.	BLACK DIAMOND	923
Sch.Brg.	GEORGIA	1609
Sch.Brg.	BEE	919
Sch.Brg.	INDIANA	1626
4m.Sch	J. EDWARD DRAKE	910
4m.Sch	CLIFFORD N. CARVER	1101
5m.Sch	LOUISE B. CRARY	2231
	1901	
4m.Sch	EDITH G. FOLWELL	1263
4m.Sch	SPRINGFIELD	633
4m.Sch	INEZ N. CARVER	730
4m.Sch	ORLANDO V. WOOTTEN	677
	1902	
5m.Sch	PRESCOTT PALMER	2811
3m.Sch	ALICE M. DAVENPORT	539
3m.Sch	FRANK W. BENEDICT	534
Sch.Brg	EMILIE	1069
Sid.Whl.	RANSOM B. FULLER	1362
4m.Sch	ROBERT H. STEVENSON	1290
	1903	
4m.Sch	HOPE SHERWOOD	686
Sch.Brg.	FLORRIE	1080
4m.Sch	FREDERIC A.DUGGAN	1137
Sch.Brg.	HATTIE	1286
	1904	
4m.Sch	JAMES B. DRAKE	1153
5m.Sch	MAGNUS HANSON	1751
4m.Sch	WILLIAM E. BOWEN JR.	656
4m.Sch	WILLIAM J. QUILLIN	695
4m.Sch	JUDGE BOYCE	698
	1905	
4m.Sch	ALICE MAY DAVENPORT	1144
4m.Sch	HERBERT D. MAXWELL	772
	1906	
3m.Sch	ISABEL B. WILEY	776

After completion of the ISABEL WILEY, the New England Company suspended operations. Edward W.Hyde took over contracts for a pair of four-masters, the BERTHA L.DOWNS, 716 tons, and MARY MANSON GRUENER, 715 tons, and these were finished on his own account in the yard in 1908. The only other construction carried out there was the 753-ton four-master ESTHER ANN, completed in 1909 by Capt.James W. Hawley, who had leased the southern end of the yard.

The 315 vessels of 240,000 tons built by the various partnerships and corporations whose interwoven histories have been sketched here amounted to nearly one-tenth of all vessels built on the Kennebec between 1781 and 1908. If there is another wooden shipyard in the world with a comparable record we would like to know of it.

The three big square-riggers named for the three founders of the firm had varied histories. The bark GUY C.GOSS of 1879 is best remembered for having made two trips to Alaska in 1917 while serving as a salmon packer; this was the first time on record that a vessel had completed two trips in one season. Her adventures with a jury rudder were described in vol.2 of "American Neptune." She eventually was sold for debt at Auckland, N.Z., in 1926, and was chopped up for her metal and timbers.

The ship E.F.SAWYER of 1883 was run down in the English Channel in Nov.1887 by the British steamship PALINURUS and became a total loss. The courts held the ship at fault since both her green starboard light and her white stern light were visible to the steamer crossing her course at right angles.

The ship BENJ.F.PACKARD of 1883 was the last Maine-built square-rigger to be seen on the East Coast, for, after long service as a salmon packer out of Puget Sound, she was towed to New York in 1924 with a cargo of piling and was later put on display at Rye, N.Y., as an amusement center. She was finally scuttled off Eatons Neck in deep water in May 1939, having become too rotten even for such employment.

---------- ADDENDA ----------

Mr.Henry W.Owen Jr. sends the following additions to previous lists:

ADD KELLEY-SPEAR Co., p.63:

1906	Pow.Bt.BLANCHE VIOLA GOSS	10	Ben.Gr.Co.
1909	Stmr. VIRGINIA	71	Popham.Bch.SB
1913	Barge FRANK R.DIGGS	480	Eastrn.Tr.Co.
"	Barge WM. B. DIGGS	475	"

ADD PERCY & SMALL, p.74:

1913	Scow PEQUOSSETTE	249	C.W.York
1914	Barge POCAHONTAS No.1	444	C.W.York Co.

B O O K R E V I E W S

BREWINGTON, M.V., "Chesapeake Bay; a Pictorial Maritime History," xvii, 231 pp.; nearly 300 ills; maps on end papers. Cornell Maritime Press, Cambridge, Md., 1953. Price $6.50.

Except perhaps for Baltimore, the Chesapeake Bay country has been neglected by maritime historians. Marion Brewington and the Cornell Press have now made up for this lack by the production of a handsome 7½"x10½" slick paper volume which tells the history largely in illustrations.

Divided into 14 sections, the pictures explore virtually every phase of the maritime activity of the Bay. Each group is preceded by a concise explanatory text which is further elaborated in the picture captions. Starting with the explorers and colonizers, the book then examines shipbuilding in general and the sailing vessels, steamboats, ferries, and bay craft in particular; then the ports, their trades, maritime artisans, and fisheries are considered; and finally such specialized nautical affairs as pilots, piracy and warships, marine museums, and sport are treated.

Nearly all the illustrations were previously unpublished, and there are many items of unusual interest. The pages from the builders' account book giving the spar dimensions of the ANN M.KIM of 1833 are reproduced, and there is a painting of the SEAMAN'S BRIDE of 1851 showing three moonsail poles. Another painting is of a true brigantine, the NORTHUMBERLAND of 1839; somehow the designation "hermaphrodite brig" has been applied to her instead of to two actual hermaphrodite brigs on the next page. On p.41 is a three-masted schooner from the year 1825, carrying square topsails fore and main. Other interesting craft are a floating sawmill, a lumber raft, and a coal dredge.

There is another candidate for the earliest ram in the WILLIAM J.STANFORD, built in 1868. Among smaller craft are good representations of brogans, shad galleys, gilling skiffs, and crab skiffs.

One phase of waterborne commerce that has perhaps not received the attention it deserves in this volume is the barge traffic of the Bay, particularly that of the canals that now or formerly joined the Bay with the Delaware, North Carolina, and Cumberland, Maryland. Likewise the Potomac and Rappahannock have not had the treatment given the Patapsco, Susquehanna, and some of the lesser tributaries of the Chesapeake.

SCHULZ, Günther, "Unter Segeln rund Kap Hoorn," 239 pp.; ill. Hans Dulk, Hamburg, 1953. Price DM 29 (say, $7).

Here is another very handsome picture book, this one having 114 full-page pen drawings depicting everyday scenes connected with the voyage of a typical German four-mast bark around the Horn from Hamburg to a nitrate port. The captions are in English and in German, and there are six plates of rigging details with all the parts named.

Günther Schulz's drawings have almost the quality of dry-point etchings, and they form a valuable addition to our knowledge of the last sailing ships. The English of the captions is sometimes not idiomatic.

ROBINSON, John, and George Francis Dow, "The Sailing Ships of New England 1607-1907," 66 pp. and 308 plates. J.William Eckenrode, Westminster, Md., 1953. Price $12.50.

Originally published in 1922 in a limited edition of 400 copies, this book has become rather rare. It was the first of the Marine Research Society of Salem's publications, and its immediate success induced the Society henceforth to print larger editions.

The text describes the various vessel types and rigs, has a little on how early ships were painted, has a lot of irrelevant material on navigational instruments, gives a four-page list of ship portraitists with what little is known of them, and then presents 308 numbered vessel portraits in alphabetical order. Nearly all are from contemporary paintings and drawings, though there are a few photos and one or two modern daubs.

Unfortunately this reprint is a facsimile of the original edition; and though the text is adequately reproduced the illustrations suffer somewhat in clarity. Inclusion of a few duplicate larger plates from photographs of the original paintings only serves to emphasize this. All the information in the first edition is here, however, and Mr.Eckenrode deserves great credit for making it available to a new generation of ship enthusiasts at a fairly reasonable price.

ALBRAND, Ludwig, "Westward-ho! Die Zeit der Groszen Segelschiffe," 184 pp; 39 photos; 11 drawings. Hamburg, Hans Köhler, 1953. Price DM 9.80 (say, $2.40).

This volume is a reprint of a work

first published in 1936, which has been hailed as the German classic book on 19th Century sailing ships. The author is a sailing ship master and the son of a sailing ship master, and is therefore well qualified to write of his subject.

His treatment is topical and general, rather than descriptive of individual vessels and firms, but he manages to give an excellent picture of the management, working, and daily life aboard the iron and steel sailing ships of his time. Appendixes list the deepwater sailing vessels owned by German firms in 1913 and in 1935. There are line drawings of various rigs, and an excellent series of photographs.

KNIGHT, Austin M., "Modern Seamanship," 12th Edition. Rewritten and revised by Commodore Ralph S. Wentworth, U.S.Navy (Ret.) assisted by Commander John V.Noel, etc. xv, 606 pp.; ill. D.Van Nostrand & Co.Inc., New York, 1953. $7.50.

This book, originally published by Lt. Comdr.(later R.Adm.) Knight in 1901, should properly be called "Modern Naval Seamanship," since it is designed solely for the instruction of officers of the U. S.Navy and has been the standard Annapolis text ever since it first appeared. The 7th edition was completed just in time for World War I, while the 10th edition was used during War II, the 11th appearing in June 1945.

It in interesting to note that the 12th edition opens with a chapter on Waves and Surf, signifying a growing awareness of the environment he operates over on the part of the naval officer. Other new material includes chapters on Landing Ships and Landing Craft and on Ice Seamanship. There is over 100 pages on the Rules of the Road, and much material on weather by F.L.Caudle. One wonders why the latter is not given at the Academy in a course on Mereorology, in which the aviator's requirements for weather information could be included.

The ways of the past are confined to 6 unillustrated pages on handling boats under sail, and there is nothing on rigs or rigging. The index is inadequate; for example it fails to include the Spanish windlass, which is pictured on p.573 and mentioned on p.575.

VILLIERS, Alan, "Rund Kap Hoorn; die letzte Riese der GRACT HARWAR," 158 pp.; 18 pl. Edward Brockhaus, Wiesbaden. 1953 Price DM 5.50 (say $1.30).

This is a German translation of a somewhat abridged version of "By Way of Cape Horn," which was first published in America in 1930 and simultaneously in Britain as "By Way of the Horn." It was not actually the last voyage of GRACT HARWAR, as that full-rigged ship survived to make four more passages around Cape Horn to Britain with wheat from Australia before she was scrapped in 1935. Villiers was aboard as a forecastle hand along with another Australian named Ronald Walker, who was killed on the voyage, making a documentary film of the last days of the sailing ship.

The German translation, by Captain Ludwig Dinklage, is technically accurate, and a glossary of German nautical terms is provided.

The same publishers brought out Villiers' "Quest of the Schooner ARGUS" in 1952 in a similar format under the title "Tausend Bunte Segel," as part of a travel and adventure series for boys.

THRUTLSTN, Richard, "The Incredible Captain Kenedy," in "Saturday Evening Post," 19 Dec.1953 and three following weeks.

Louis Kenedy has been earning a living for 22 years as owner-master of various small trading schooners between the Maritime Provinces and the West Indies. He lost the ABUNDANCE in 1932 and the ADAMS in 1933, sold the SEA FOX in 1939, had the WAWALOAM sunk by a German submarine in 1942, sold the CITY OF NEW YORK in 1952, the trip before she was lost, and finally refitted the VEMA, which he sold last year to Lamont Geological Observatory.

His adventures make good reading, even when retold in terminology intelligible to the readers of the "Post."

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REVIEWS OF OLDER BOOKS

Commencing with this issue of LOG CHIPS, we plan to discuss a series of books that we consider to be minor classics of the sea or otherwise worthy of attention by the readers of LOG CHIPS. In general, we plan not only to treat of the contents of the books themselves but also to tell something of the author and his shipmates (where possible), of other works by the same writer, of the bibliographic history of the book, and of the history of the ships involved, and when necessary to attempt to penetrate the screen of anonymity with which voyage narratives are often shielded. The first effort in this direction appears on the next page, and we would welcome suggestions for further books to be discussed.

SYMONDSON, F.W.H., "Two Years Abaft the Mast; or Life as a Sea Apprentice."

The author, about whom we know nothing not in this book, served two years of an apprenticeship to the owners of the ship INVERNESS, 724 tons, which he disguises under the name "Sea Queen." A composite vessel of 724 tons, built at Aberdeen in 1869 (the same year as CUTTY SARK), the INVERNESS was a tea-trader, although she is not mentioned in any of the works on China clippers.

Inspired by Dana's "Two Years Before the Mast," Symondson, a couple of years after he gave up the sea, worked up his journal into this book. It was first published by W.Blackwood & Sons in 1876 at London. Our copy, undated, was published by George Routledge and Sons at London and New York and has identical pagination (xii, 379) with an edition credited to D. McKay at Philadelphia in 1884; we would judge that all three of these editions were from the same plates, illustrated with a few stock wood-cuts.

By November 1872, when the INVERNESS left London with a general cargo for Sydney, the second flight of tea ships were feeling the pinch of Suez Canal competition; even so, the INVERNESS must have been a particularly poorly-run specimen. Short of galley coal, they had to stop other ships for supplies on three different occasions, and they cut down the skysail pole and chopped it up for fuel. At Sydney they took in stiffening for Newcastle, where all three mates left; then loaded coal for Hong Kong, where the new mate left. Unable to get a tea charter, they coasted for a time in Chinese waters, taking poles from Foochow to Shanghai and returning with a part general cargo to Foochow, where the master died and was buried ashore.

Finally, with a new master, they were chartered with tea for New York, getting aground in the Straits of Sunda and losing a man in the Indian Ocean on the way. The INVERNESS arrived at New York on 26 Feb. 1874, Capt.Atchinson reporting a passage of 106 days from Foochow. The vessel was consigned to Howland & Aspinwall and her tea cargo to Bowring & Archibald. At New York she was chartered for London with wheat and rosin and was so overloaded for a winter passage that 50 tons had to be jettisoned in mid-Atlantic.

Symondson gives no reason why he quit the sea and had his indentures cancelled; but there are plenty of obvious reasons in this matter-of-fact narrative, even though the author writes without complaints and without losing his sense of humor.

The INVERNESS, as a bark, was still owned in Swansea in 1897. We have not yet traced her ending.

The real value of this book lies in the almost unique picture it gives of life at sea at the end of the tea-clipper era. We learn, for example, that although sidelights were required by law they were not burned at sea unless other traffic was expected. "Chalking" for watches was an interesting custom. When an anchor watch had to be kept, the men each chalked a symbol in a circle on the cover of a chest. Then the cook, or other disinterested party, was called in to erase the marks at random, and each man stood watch in the turn in which his cypher was erased.

The book includes a 9-page glossary, and both this and the text are rich sources of nautical usage. At least a dozen words can be found in earlier use than any quotations in the "New English Dectionary" — "limejuicer" as applied to a British ship is one example— and the book therefore is required reading for any nautical lexicographer.

NEWS ITEMS, NOTES, IRISH PENNANTS.

A VISIT TO PAMIR — Mr.S.R.Haight, Chief Mate of the U.S.Lines' AMERICAN TRAVELER, has sent us the following account:

My ship was docked in Hamburg on 11 April, and while there I had the opportunity of visiting the four-masted bark PAMIR, lying at the dolphins in the Sailing Ship Harbor of Hamburg.

I hired a water-taxi, went aboard, and introduced myself to the Bosun who was in charge of the deck at the time. He very generously took me on a tour of the whole ship. I should have liked to have the time to spend a day or two aboard. However, I managed to see many of the officers' quarters and the various compartments of the vessel. I was particularly amazed at her splendid condition; hardly a speck of rust anywhere. It would really be a shame if such a fine vessel were scrapped or allowed to fall into disrepair.

All the quarters were nicely paneled. The officers' saloon and lounge (two different compartments) were particularly well appointed. Pictures of Herm Laeisz, Schliewen, and Erikson were on the bulkheads of the lounge. The ship's hospital was well equipped and even had bunks slung in gimbals as an anti-rolling measure (some-

thing new to me, at least). The cadets and regular crew occupied quarters in the poop. The cadets slept in hammocks which were stowed over the steering quadrant in the daytime. The permanent crew (15 men, I think) occupied small cabins of two berths each. The part of the ship I was mainly interested in was the rigging; this cascaded down from aloft, and I found myself well 'snowed' by masts, yards, wire, lines, brace winches, and the other innumerable gear of a sailing vessel.

I met the Chief Engineer and asked him if he was ever 'ribbed' for being an Engineer in a sailing vessel. He said it was the best job he ever had!

I also had the great good fortune of meeting the Master, Captain H. Grubbe. He told me many things about the ship. He is a very young-looking man, though he has spent most of his time under sail and has made several passages around the Horn in the Flying-P Line.

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EXHIBITION AT NEWPORT NEWS

Harold Sniffen sends word of an exhibition of some 50 pictures and a number of models which opened at the Mariners' Museum in November under the title "American Clipper Ships and Merchant Sailing Vessels." It will be on show there for several months.

Practically nothing has been duplicated from the 1951 show, which was of oil paintings and water color drawings, while the present exhibition takes in prints and water colors.

The clippers are featured since so many of them were depicted on prints, and since this year is still within the centenary of their era their display is particularly appropriate at this time.

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A NEW MARINE MUSEUM IN NEW YORK

Downtown Manhattan now has a marine museum through the combined efforts of the Seamen's Church Institute, 24 South Street, which provided the space on its second floor, and the Museum of the City of New York, on 5th Ave. off Central Park, which had more models than space in which to show them. The Marine Museum of the Seamen's Church Institute was opened in May, and is growing steadily. Indefinite loans of suitable material are being solicited.

Curator of the Museum is Wellington E. Greyble, and Captain R.E. Cropley is Librarian. The Institute is open to visitors on weekdays from 9 to 5.

"SHIPS & SHIP MODELS" TO RESUME

Percival Marshall & Co. of 19-20 Noel Street, London W 1, have announced that effective with the January issue "Model Ships & Power Boats" will resume the title and scope of their pre-war magazine "Ships & Ship Models. The subscription rate will be 26/- ($3.65). -----

LIST OF SAILING SHIP PHOTOS

Dr. Jürgen Meyer of Kiel has sent us a three-page list of negatives of sailing ships in his possession. They are mainly German, but include a great variety of other vessels. Any reader wishing to borrow this list is welcome to do so by forwarding a self-addressed envelop.

MORE ON OAKES & SON

In the Barbour story in the last issue of LOG CHIPS appeared the statement that the schooner MAUD BRIGGS of 1875 was the last vessel built by Oakes & Son. Charles F.H. Menges of the Sacramento "Bee" immediately pointed out that in the same issue we carried the JAMES A GARFIELD, built by Oakes & Son in 1881 (p.82).

In response to our inquiry, Captain Barbour writes: "It seems I made a mistake saying the MAUD BRIGGS was the last built by Oakes. R.B. Applebee of Stockton Springs tells me that the SERENA S.KENDALL was launched by Oakes & Son in 1876.

"My father took over the yard in 1878 to start building the steamer CITY OF BANGOR."

It would appear that the barkentine FORMOSA and ship LLEWELLYN J.MORSE were also built in the Oakes yard in 1876 and 1877, respectively; but that the JAMES A.GARFIELD was built in some other Brewer yard.

MORE ON KRUSE & BANKS

On p.105 of vol.2 we listed an addition to the Kruse & Banks list on p.4 of the same volume. Mr. A.O. Anderson of Washington, D.C., now writes us he has a photo of the French steam schooner YOLANDE, taken at Weymouth, England, about 1918, and that Lloyd's Register credits her to Kruse & Banks. On checking our records, we find that she was a double-ended steam schooner of 1286 tons, launched by Kruse & Banks on Bastille Day, 1917. She was originally to have been called VIRGINIA OLSON, and later came back to the West Coast under that name. In 1924 she was renamed SIERRA and in 1926 was burned out at San Pedro, her hull becoming a fishing barge.

SAILING SHIP NEWS

BEECHDALE, bk. Built Liverpool 1877 by Potter for W.T.Broomhall, Liverpool. Sold 1892 to Trieste owners, later hulked and dropped from "Lloyd's Register." Recently turned up in the Thames as the motorship STADIUM of Trieste, having been engined in 1948.

DANMARK, Dan.aux.tr.ship. 28 Oct.left Madeira; 12 Nov.passed San Antonio, C.V.I. Arr.Santos; sailed 17 Dec.for Kingston, Jamaica.

DEWARUTJI, Indones.aux.tr.bkn. Arr.Surabaya 1 Oct.from Hamburg.

JESSIE CRAIG, hulk. Originally bk.ISOLA, built Glasgow 1876 by Elder & Co. Since 1914 coal hulk at Hobart, Tas., for Union SS Co.of N.Z. Early 1953 scuttled in New Harbor on the SW coast of Tasmania to form a breakwater for fishing boats.

JOSE GASPARILLA, bk. Was scheduled to be launched at Tampa about 1 Dec.1953 for the Gasparilla Pilot Krew, who celebrate their 50th anniversary 8 Feb.1954. A steel vessel, 135' long by 35' beam.

MADALAN, Port.aux.bgn. 17 Nov.was fined $3000 at Providence for allowing 3 alien crew members ashore. 24 Nov.sailed for Fogo with 100-tons of general cargo and 29 pass. 19 Dec.arr St.Vincent; left 26 Dec.

MERCATOR, Belg.aux.tr.bkn. 15 Dec.left Antwerp for Teneriffe; passed Dover 17th.

MONITOR, sardine reduction barge, originally wood 5m.bkn rigged 1920 from a steamer hull. After years of idleness at Richmond, Calif., was being towed to become a breakwater for the Richmond Y.C.; got onto a mudflat and "accidentally" burned 4 Aug.1953.

MOSHULU, hulk. Two years ago bought by Schliewen of Hamburg; has been towed to Stockholm for use as a storeship. CARL VINNEN has been broken up.

POMMERN, Finn.4m.bk. Has been presented to town of Mariehamn by Capt.Edgar Erikson provided they will maintain her for 20 years.

SOBRAON, built Aberdeen 1866 by Hall as a composite ship, largest ever built. Later HMAS TINGIRA, a stationary training ship. Jack McCredie of Penshurst, NSW has sent us several photos showing her in the final stages of scrapping, with bare frames mostly cut away and only the bottom planking left.

SUOMEN JOUTSEN, Finn.aux.tr.ship. It is rumored she is to be scrapped to help pay for some new construction for the Finnish Navy.

WAIONA, 3m.Sch. May carry 300 head of Hereford to Hawaii early this year.

(With thanks for items to Bob Goddard, Gordon Jones, Karl Kortum, and R.V.Krunich.)

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PASSING OF A SHIPBUILDER

Martin Ebert Hanson died at Seattle on 25 Aug.1953, aged 88. He came to the U.S. from Norway in 1880 and first worked on a Northern Pacific RR bridge over the Puyallup. Later he worked for Hiram Doncaster, building the tug MOGUL in 1886 at Tacoma. In 1895 he came to Seattle and in 1898 established a yard in Ballard, building the tug KATANDIN in 1899. Later he moved to the other side of the present Stinson Mill site at Ballard, and as Heckman & Hanson built the tug RAGNHILD in 1900.

In 1907 he became marine superintendent of the Pacific American Fisheries shipyard at Eliza Island, South Bellingham, and in 1915 laid out the Commercial Pilot yard for the same company, remaining with them till 1922. Later he was with the Northwestern Shipbuilding Company in South Bellingham, until 1945.

He was the father of H.C.Hansen, noted Seattle naval architect.

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MORE ON FOUR-MASTED SHIPS

With regard to the COUNTY OF PERTH, mentioned on p.81 of the last issue of LOG CHIPS, Captain H.Daniel of Montevideo writes that she was built by Connell, launched in June 1874, but that she was a three-master. He has confirmed the number of masts in the records at Lloyd's.

Another candidate for the list is the converted steamer SIMLA, which was originally built by Tod & McGregor at Glasgow in 1854 for the P.& O. and was made into a four-masted sailing vessel by T.Lennox Alexander of Glasgow, probably early in 1878. She was lost in collision in the Channel while owned by Devitt & Moore.

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ANOTHER WEST COAST THREE-MASTER

In March 1951 we listed three-masted schooners built on the Pacific Coast. A very small one has since turned up, the CHALLENGE, built in 1873 at Gardiner City, Ore., by Joseph Backus, who was also her master. She was only 43 tons, measuring 80 x 15 x 5.7 ft., and was lost in 1876. John N. Utter of San Francisco was her owner.

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A CANADIAN FOUR-MASTED BARKENTINE

Winston Langdon points out that our statement on p.77 con-(continued on page 96)

1879

A. D. LAMSON	448	Leesburg, N.J.	B.Russell	Foundered 2 Aug.1897
ANNA L. MULFORD	545	Millville, N.J.	J.D.Bell	Lost 1902/3.
B. W. MORSE	558	Bath, Me.	B.W.& H.F.Morse	Lost 21 Jan.1900.
BERTHA F. WALKER	686	Bath, Me.	Goss & Sawyer	Wrecked 12 Nov.1911.
CALEB S. RIDGWAY	404	Wilmington, Del.	Jackson & Sharp Co.	Lost 1893.
CAROLINE HALL	250	Frederica, Del.	Nathaniel Lank	Lost 1895.
CHARLES A. BRIGGS	757	Bath, Me.	Goss & Sawyer	Wrecked 31 Jan.1898
CHARLES H. TRICKEY	281	Bath, Me.	Goss & Sawyer	Wrecked 1 Jan.1920
E. C. ALLEN	499	Bath, Me.	Goss & Sawyer	Lost 1904.
FANNIE KIMMEY	384	Milton, Del.	J.L.Black & Bro.	Lost 1898.
FANNIE E. LAURENCE	361	Stonington, Conn.	Maxon & Irving	Lost 1882.
FLORA ROGERS	376	Camden, Me.	Bean & Robinson	Wrecked 23 Oct.1908
FOSTINA	383	Camden, Me.	Coombs & Brown	Wrecked 1899; refitted 1901 as barge; rn BESSIE J.April 1907; exempt 1913.
FRANK McDONNELL	277	Camden, N.J.	McDonnell Bros.	Lost 1894.
FRENCH VAN GILDER	251	Dennisville, N.J.	John L. James	Lost 1885.
GEORGE G. GREEN	673	Camden, N.J.	Morris & Mathis	Lost 1894.
GEORGE R. CONGDON	458	Port Jefferson, N.Y.	John R. Mather	Lost 1900/01.
H. & J. BLENDERMANN	419	Port Jefferson, N.Y.	J.M.Bayles & Son.	Lost 1899.
HATTIE S. WILLIAMS	897	Bath, Me.	Goss, Sawyer & Pkrd.	Wrecked 20 Apr.1893.
HENRY SUTTON	602	New Haven, Conn.	Geo. W. Baldwin	Missing Oct.1906.
ISAAC T. CAMPBELL	586	Waldoboro, Me.	Storer & Son.	Foundered Aug.1909.
JOHN J. TAYLOR	267	Ellsworth, Me.	I.H.Grant	Rn.WILLIAM F.GREEN, May 1886. Barge April 1909; last listed 1918.
JONATHAN MAY	399	Milford, Del.	J.W.Abbott & Co.	Lost 1893.
JOSEPH W. FOSTER	587	Milford, Del.	T. Carlisle	Lost 1895/96.
LAURA	525	Millbridge, Me.	Albert Strout	Lost 1902.
M. A. ACHORN	308	Rockland, Me.	A. F. Ames	1924 sold Mexican.
NELLIE FLOYD	457	Port Jefferson, N.Y.	J.M.Bayles & Son.	Lost 1906.
NELLIE T. MORSE	460	Bath, Me.	B.W.& H.F.Morse	Oct.1902 rn EDWINA; June 1917 wrecked at Barbados; refitted under British flag.
NELLIE V. ROKES	296	Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1890.
PARKER H. HOOPER	677	Bath, Me.	D.O.Blaisdell	Lost 1887.
QUAKER CITY	510	Bath, Me.	Goss & Sawyer	Lost 1888/89.
R. BOWERS	435	Camden, Me.	H.M.Bean	Foundered July 1916.
REBECCA M. WALLS	590	Milton, Del.	D. H. Atkins	1916 sold British.
S. P. HITCHCOCK	603	Bath, Me.	Adams & Hitchcock	Lost 1903/04.
SERENA R. SOPER	603	Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1884.
WARREN B. POTTER	318	Bath, Me.	Goss & Sawyer	Wrecked 3 Sept.1918.

1878

ASENATH A. SHAW	557	Wilmington, Del.	Jackson & Sharp Co.	Sunk 11 Oct.1900.
BELLE WOOSTER	479	Franklin, Me.	J. Blaisdell	Foundered Dec.1902.
BENJ. F. LEE	394	Leesburg, N.J.	J. Russell	Lost 1894/95.
BERTRAM L. TOWNSEND	641	Milford, Del.	W.A.Scribner	Lost 1891/92.
C. HANRAHAN	462	Rockland, Me.	A.F.Ames & Son.	Sold abroad 1886.
CARRIE S. BAILEY	396	Bath, Me.	E. & A.Sewall	Lost 1891.
COCHECO	220	Portsmouth, N.H.	D. Littlefield	Lost 1886.
FIVE BROTHERS	230	Milford, Del.	J. H. Harper	Lost 1891.
GEN'L.F.E.SPINNER	372	Jacksonville, Fla.	Brock & Carter	Lost 1893.
HARRY B. RITTER	643	Mauricetown, N.J.	J.W.Vanneman & Bro.	Lost 1898.
IDA LAWRENCE	515	Camden, N.J.	D.S.Risley & Co.	Lost 1902.
JAMES E. WOODHOUSE	327	East Haven, Conn.	J.H.Woodhouse	Lost 1898.
JENNIE R. MORSE	407	Bath, Me.	B.W.& H.F.Morse	Lost 1893/94.
JOHN BRACEWELL	224	Bath, Me.	Goss & Sawyer	Canadian, 1925.
JOHN B.ADAMS	639	Dorchester, N.J.	W. Champion	Lost 1882.
JOHN S. CASE	203	Brewer, Me.	Wyman	Lost 1893/94.
LIZZIE V. HALL	195	Frederica, Del.	Nathaniel Lank	Wrecked April 1922.
M.E.ELDRIDGE	298	Portsmouth, N.H.	Wm.F.Fernald	Foundered May 1917.

1878, concluded

NORMANDY	543	Bath, Me. "Q"Ship; later owned in St.Malo.	Adams & Hitchcock	1917 became French
ROLLIN SANFORD	97	Milton, Del.	C.C.Davidson	Lost 1899.
WILLIAM H. BAILEY	489	City Island, N.Y.	D.Carll.	Lost 8 March 1907.

1877

ANNIE & MILLARD	417	Milford, Del.	T. Carlisle	Lost 1894.
COMET	301	Port Jefferson, N.Y.	J.M.Bayles & Son.	Lost 1894.
D.S.WILLIAMS JR.	628	Wilmington, Del.	Jackson & Sharp Co.	Lost 1894.
DANIEL GOOS	149	E.Deering, Me.	Merrill Bros.	Lost 1885.
DAVID MILLIKIN	145	Milford, Del.		Lost 1882/83.
DREADNAUGHT	420	West Haven, Conn.	Gessner & Marr	Lost 1903.
EDDIE HUCK	394	Bath, Me.	William Rogers	Lost 1885.
FURMAN L. HULFORD	588	Millville, N.J.	J.D.Bell	Lost 1889.
GEORGE W. LOCHNER	455	Milton, Del.	J.L.Black & Bro.	Lost 1887.
HARVEY W. ANDERSON	394	Greenbank, N.J.	J.Vansant & Sons	Lost 1891.
JAMES BOYCE	453	East Haven, Conn.	W.O.Nettleton	Lost 10 Oct.1909.
JENNIE A. STUBBS	199	Lamoine, Me.	D.D.Hodgkins	1918 sold Newfoundld.
JOHN B. HAMEL JR.	531	Milton, Del.	D.H.Atkins	Lost 1890.
LESTER A. LEWIS	249	Bangor, Me.	Crosby Bros.	Lost Nov.1898.
MARTIE A. HOLMES	548	Coopers Point, N.J. 6 Feb.1907 lost with		March 1894 rn HILDA; all hands on Diamond Shoal, N.C.
MARY J. CASTNER	433	Bath, Me.	Brown & Stantial	Lost 1894/95.
NORMAN	365	Bath, Me.	Adams & Hitchcock	Lost 16 June 1908.
SILVER WING	142	Baltimore, Md.	Beacham & Bro.	Lost 1882/83.
T. B. WITHERSPOON	290	Camden, Me.	A. Webster	Lost 1887.
WILLIAM E. LEE	378	Bridgeton, N.J.	G. P. Wentzel	Lost 1891.

1876

ADELAIDE J. ALCOTT	382	City Island, N.Y.	David Carll	Lost 1894.
AMERICAN TEAM	376	Lyme, Conn.	Joseph Luther	Lost 30 March 1918.
ARMSTRONG	392	West Haven, Conn.	Gessner & Marr	Lost Oct.1877.
CENTENNIAL	554	Camden, N.J.	D.S.Risley & Co.	Lost 1895.
CORA S. VAN GILDER	175	Dennisville, N.J.	John L. James	Lost 1894.
ELEANOR	349	Port Jefferson, N.Y.	J.M.Bayles & Son	Lost 1892/93.
GEORGE AERY	315	Jamestown, Va.	J. Matthis	Lost 1889.
HATTIE LOLLIS	159	Milton, Del.	David H.Atkins	Lost 1889.
JOHN A. BECKERMAN	485	E.Boston, Mass.	R. Crosbie	Junked 1923.
MARY J. RUSSELL	210	Leesburg, N.J.	Benjamin Russell	Lost 1883.
ROBERT PORTNER	631	Alexandria, Va.	Alex.MR & SB Co.	Lost 1878.
THOMAS J. MARTIN	508	Mauricetown, N.J.	J.W.Vanneman & Bro.	Lost 1882/83.
WALTER L. PLUMMER	331	Addison, Me.	Joseph Wilder Jr.	Lost 1895.
WILLIAM H. HOPKINS	324	Mystic, Conn.	C. Greenman	Lost 1891.

CANADIAN BARKENTINE (contd.from page 94) cerning four-masted barkentines built in Canada was incorrect, as we omitted to mention the S.F.TOLMIE.

We had thought of her as covered by a list of vessels built on the West Coast, but, as the Thober list will not extend to Canada, she certainly deserves special mention. The S.F.TOLMIE was built in Victoria, B.C., by the Cholberg shipyard as part of a project to provide employment for returned Canadian soldiers after the first World War. The original plan called for four vessels, but although another to be called SIR HENRY DRAYTON was partly finished only the S.F.TOLMIE was completed, being launched late in 1920.

She was a fine specimen of a West Coast four-masted barkentine, measuring 1612 gross tons and classing *12A1 at Lloyd's. Under the ownership of the Ship S.F.Tolmie Co.Ld.of Vancouver, which was a government-financed corporation, she made voyages to Kobe and to Australia with lumber. Then Hastings Mills bought her, and she voyaged to Sydney and to Suva, returning from the latter port with copra. In 1928 Nelson Brothers bought her for $10,000 for conversion to a herring saltery, and subsequently Gibson Bros.of Vancouver used her as a log barge. She finally met her end in a gale on 27 Dec.1944, when she parted her moorings off Victoria and blew ashore on McLoughlin Point.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER NINE 97 APRIL 1954

BOOKS OF SHIP SPECIFICATIONS

In the course of the past half-dozen years, we have come upon the same number of printed books of specifications for the construction of vessels, and, because this type of publication appears to be little-known outside the shipbuilding industry, we shall here describe our samples at some length. These volumes are generally printed in strictly limited editions and are unknown in the publishing trade; hence they seldom find their way into libraries. Thus their potentialities as sources of historical information have been almost entirely neglected.

When books of this nature were first printed, we have no idea. They were introduced whenever the custom originated for vessel owners to seek competitive bids for the construction of new tonnage, instead of negotiating directly with builders. Probably governments were first to do business in this way; at any rate, the earliest such book that we know of is a 53 pp.printed set of specifications for the USFCS ALBATROSS, issued in 1880 by the U.S.Lighthouse Establishment, and now in the National Archives (see "American Neptune" for 1945, p.7).

The oldest volume of our six is called "Specifications for building twin-screw armored battle ship PENNSYLVAVIA (sheathed) No.-- for the United States Navy; including specifications for equipment under cognizance of the Bureau of Equipment, and specifications for the installation of ordnance and ordnance outfit." It was printed by the Govt.Printing Office in 1900 for the Bureau of Construction & Repair, and has an index of xxv leaves and 197 numbered leaves of text, all blank on one side. In our copy the name PENNSYLVANIA has been crossed out and replaced with a rubber-stamped VIRGINIA, and the number 13 has been added.

VIRGINIA (BB-13) was authorized in 1899, contracted for with the Newport News S.B.& D.C.Co.in 1901, and commissioned in 1906. The book gives a complete description of all her parts, fittings, and equipment, except for machinery; it has a few manuscript changes, such as "upper deck" for "bridge deck;" but nothing to show that it reflected the final contract award.

It seems likely that volumes of this nature have been prepared for each class of small vessel and each major unit of the United States Navy since the first steel warships were built in the 1880's, but this is the only volume we have yet seen.

Our next volume in chronological order is titled "Hull specification of a screw steamer." It is a standard set of specs, issued by Russell & Co.of Port Glasgow, and has numerous blanks to be filled in to fit the actual contract. Our copy has a type-written slip pasted across the top of the cover reading "Signed Hull Specification, S/S Nos.544-545," with "Owner's Copy" added in pen. The vessels concerned are identified inside as the AYNERIC and BOVERIC, built for A.Weir & Co.of Glasgow in 1905 and 1906, and the specs set forth agree with the "Lloyd's Register" particulars of AYNERIC. The BOVERIC apparently was built 15 feet longer by a modification of this agreement, which is dated 10 Nov.1904.

In this book, the printed specs, which take up 38 leaves, represent only the bare minimum of provisions, and the blank sides of the leaves are well annotated with modifications. An interesting feature is that the basic contract called for Builders to supply Owners with a half model showing deckhouses and erections "neatly and tastefully finished," and this has been modified to read "One ¼ scale half model with all fittings complete in handsome case with mirror back for each steamer, silvered on face.

Our next example is also British, but issued by an owner rather than a builder. It is "Specification and conditions for the building of a twin-screw steamship of steel with quadruple expansion engines," Pacific Steam Navigation Co., Liverpool, April 1907. It has 125 numbered leaves, the blank sides being ruled, and has separate indexes for the hull and machinery portions. The name "T.S.S.ORCOMA No.492" has been pencilled on the top of the title page, which identifies

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her as the liner built by Beardmore & Co. of Glasgow in 1908, and the "Lloyd's Register" details confirm this identification.

Our next booklet of specifications was issued in 1917 by the Army Quartermaster General, "Specifications for army launch for use in mine field operations to be known as distribution box boats, "L" Class." It was printed in March 1917 and reprinted in August 1918. There are four plans, followed by 39 leaves of specs, and apparently 21 were built, L-37 to L-44 at Greenport, N.Y., and L-45 to L-57 at Summerville, N.Y., all in 1918. Measuring 64 x 16 x 6½ ft., these were wooden vessels used in making up the connections to the controlled mines that the Army used to defend our coasts with. The only one of our six that describes a wooden vessel, this book is also the only one containing plans. Clause 5-A provided that a neatly finished half model to scale of ½" per foot be furnished for each contract and delivered to "Office of the Quartermaster General, War Department, Washington, D.C." It would be interesting to know if these models can be located today.

Next on our shelf is "Specification for building a steel single screw tank steamer for the United States Shipping Board Emergency Fleet Corporation by Moore Shipbuilding Company, Oakland, Cal. 1918." There are 86 leaves, followed by vii of index. The cover has a notation "Contract No.436, Hull No.2227-8-9," which identifies these specs as those of the tankers METON, MEVANIA, and STOCKTON, completed in 1920.

Last item in this series is "Specifications for ferry boat for Key System Transit Company, October, 1925," published by Hibbs, McCauley & Smith, naval architects, San Francisco. With ix pages of Contents, followed by 225 of hull and machinery specs, this volume is the only one of our six without alternate blank pages to facilitate recording changes. The vessels, the YERBA BUENA and PERALTA, by coincidence were built by the Moore Drydock Co. of Oakland, successors to the builders of the three tankers, and were completed in 1927. The PERALTA is now the KALAKALA, on Puget Sound, while the U.S.Army operates the YERBA BUENA on San Francisco Bay.

Except for the detailed descriptions that are customarily given prominent vessels in the monthly shipbuilding periodicals, these books of specifications are the most complete sources available on ships of the past half century. We would appreciate hearing of any others known to our readers.

THE SHIPBUILDERS OF BATH, MAINE. IV.
BATH IRON WORKS, LTD.

We mentioned the Bath Iron Works in January in connection with the Goss Marine Iron Works, taking our information from the account by W.S.Newell in the Historical Transactions of the S.N.A.M.E. Mr. Henry W.Owen Jr.has since sent us some clarifying notes on the origins of the Bath Iron Works, which, like the Hyde Windlass Company, was the creation of General Thomas W.Hyde.

Upon General Hyde's return to his native Bath in 1865, he bought an iron foundry which had been established in 1833, and entered into the business of supplying castings needed in shipbuilding. Here he developed the Hyde windlass, which, tradition says, was first used on the 40-ft schooner ZEPHEY TODD, built at Georgetown Center in 1867. Tradition further states that this same windlass was salvaged after the schooner was lost in a white squall off Monhegan on 25 June 1870 and is still in existence; if so, it should be preserved in a museum.

At any rate, General Hyde's business prospered as sailing ships grew in size and required more complicated machinery about their decks; and in 1884 he incorporated as the Bath Iron Works Ltd. In 1888 the Goss Marine Iron Works was acquired and expanded to include three sets of ways, and the Bath Iron Works was then in a position to build and engine steel vessels.

The following is their list, which has been checked for us by Mr.Owen:

Year	Type	Name	Tons	Navy No
1890	Wood Steamer	COTTAGE CITY	1885	
1891	Wood Steamer	MANHATTAN	1892	
1892	Wood Sd.Whl.	FRANK JONES	1634	
1892	Dredge	ALLEGHENY	396D	
1893	Stl.Gunboat	MACHIAS	1177D	5
1893	Stl.Gunboat	CASTINE	1177D	6
1894	Stl.Steamer	CITY OF LOWELL	2975	
1894	Stl.Stm.Yct.	ELEANOR	803	
1895	Wood Steamer	SALACIA	352	
1896	Steel Ram	KATAHDIN	2155D	-
1896	Comp.Lightship	No.66	538D	
1896	Stl.Stm.Yct.	PEREGRINE	246	
1896	Stl.Stm.Yct.	ILLAWARRA	118	
1897	Lightship	No.68	450	
1897	Lightship	No.69	450	
1897	Comp.Gunboat	VICKSBURG	1000D	11
1897	Comp.Gunboat	NEWPORT	1000D	12
1897	Stl.Steamer	MAYFLOWER	572	
1898	Lightship	No.71	590D	
1898	Stl.Steamer	WINIFRED	2456	
1899	Iron Tr.Ship	CHESAPEAKE	1175D	-
1899	Stl.Stm.Yct.	APHRODITE	1147	
1899	Stl.Stm.Yct.	VIRGINIA	441	

(Tonnages marked D are displacement)

1900 (all vessels below are steel)

	1900		
Torpedo Boat	CRAVEN	D146	10
Torpedo Boat	DAHLGREN	D146	9
Steam Tug	TRANSFER no.13	322	
Steam Tug	TRANSFER no.14	322	
	1901		
Torpedo Boat	BAGLEY	D175	24
Torpedo Boat	BARNEY	D175	25
Torpedo Boat	BIDDLE	D175	26
Steamer	CUBA	594	
	1902		
Steam Yacht	PANTOOSET	538	
	1903		
Monitor	NEVADA	D3225	8
Cruiser	CHICAGO	D3200	19
Schooner Barge	SHENANGO	2365	
	1906		
Battleship	GEORGIA	D14,948	15
	1907		
Steamer	CAMDEN	2153	
	1908		
Scout Cruiser	CHESTER	D3750	1
	1909		
Destroyer	FLUSSER	D700	20
Destroyer	REID	D700	21
Sid.Whl.Ferry	FERNINANDO GORGES	1312	
Steamer	BELFAST	2157	
	1910		
Destroyer	PAULDING	D742	22
Destroyer	DRAYTON	D742	23
	1911		
Destroyer	TRIPPE	D742	33
Steamer	MOOSEHEAD	677	
Steamer	GOODRIDGE (unmeasured)		
	1912		
Destroyer	JOUETT	D742	41
Destroyer	JENKINS	D742	42
	1913		
Steamer	RANGELEY	652	
Destroyer	CASSIN	D1010	43
Destroyer	CUMMINGS	D1010	44
	1914		
Destroyer	McDOUGAL	D1010	54
Steamer	KATAHDIN	120	
Sloop Yacht	DEFIANCE (comp.)	87	
	1915		
Destroyer	WADSWORTH	D1060	60
Steamer	EMBLANE	471	
	1916		
Steam Yacht	WINCHESTER	399	
Destroyer	DAVIS	D1071	65
Two car floats	(unmeasured)		
	1917		
Destroyer	ALLEN	D1071	66
Destroyer	MANLEY	D1085	74
Steam Yacht	ISABEL	D531	
	1918		
Destroyer	WICKES	D1154	75
Destroyer	PHILIP	D1154	76

1918 (continued)

Destroyer	WOOLSEY	D1154	77
Destroyer	EVANS	D1154	78
	1919		
Destroyer	BUCHANAN	D1154	131
Destroyer	AARON WARD	D1154	132
Destroyer	HALE	D1154	133
Destroyer	CROWNINSHIELD	D1154	134
	1920		
Destroyer	PREBLE	D1215	345
Destroyer	SICARD	D1215	346
Destroyer	PRUITT	D1215	347
Steamer	A.L.KENT	6213	
	1921		
Steamer	THOMAS P. BEAL	6216	
	1923		
Steamer	ISLANDER	1089	
Six Lightships (1923-1924)		775 each	
	1924		
Gas Yacht	ARAS	184	
Wood Sloop	ROMANY (yacht) (unmeasured)		
	1925		
Steamer	NOBSKA	1082	
Gas Yacht	YOHO	20	
Gas Yacht	HELENA II (Wood)	28	
Sixteen wooden schooner yachts		20 each:	

ACUSHLA	FEI-SEEN	SEAFARER
AHYEE	FLYING FISH	SEA FOX
CALLIOPE	MARGARET MARY	SEVEN SEAS
CYGNET	NOKOMIS	SHEARWATER
DIAMOND W	SAGHAYA	VENTURER
	CHARMIAN	

The wooden vessels built in the 1890's were subcontracted as to hulls to the New England Company. Among the vessels built at the Bath Iron Works were many "firsts," particularly in engineering particulars. The WINIFRED was the first ocean-going tramp freighter built in this country, and the 66 was the first composite, electrically-lighted lightship. The CAMDEN and BELFAST were the second and third turbine-engined vessels built in America; the CHESTER had the first Parsons turbines in the U.S.Navy; and the WADSWORTH had the first geared-turbine installation in the Navy.

In the days before World War I the plant also built pulp and paper mill machinery and penstocks and standpipes for hydroelectric plants. General Hyde died in November 1899, and his son John S.Hyde took over control. The Hyde Windlass Company was split off as an independent concern, and in 1917, after the death of John S.Hyde, the Bath Iron Works Ltd.became a publicly-owned corporation with a funded debt.

The cessation of naval construction after 1918 was a severe blow to the corporation, and although it went into locomotive repair work in 1923 and 1924 for the New Haven and

Maine Central, the company slipped into receivership. The 1925 operations were conducted by the receivers, the last major work being the construction of the Sewanhaka Corinthians, a one-design class of small schooner yachts. In September 1925 the plant was sold to a firm of used-machinery dealers who stripped the plant of tools and equipment and resold the ground and buildings to the New England Public Service Co. and the Keyes Fibre Co.

Subsequent reconstruction of the plant by the Bath Iron Works Corp., which was incorporated in October 1927 and is still operating it, is another story, which we hope to cover in LOG CHIPS at some future date.

MORE ON GOSS, SAWYER, PACKARD, etc.

We omitted three 1871 vessels from the list on p.85. Between PEACEDALE and YOSEMITE, insert the following:

3mSch JESSE MURDOCK	360
Bark ALDEN BESSE	842
3mSch JOHN E. SANFORD	425

On p.86, W.A.HOLCOMB and the three below her were built in 1875. We thank F.W. Thober and H.W.Owen Jr. for pointing these out. Mr.Owen writes further that he much doubts that the 1866 vessels were built by Goss & White. B.L.White was a connection by marriage of Captain Goss and a small builder on his own account in the 1860's.

There is some interesting testimony by Harry B.Sawyer of the Kelley-Spear Co. in the Senate Commerce Committee Hearings on the U.S.Shipping Board Emergency Fleet Corporation (1918), pp.887-897. By this year Kelley-Spear had only three of their eight ways in operation, but they kept a stock of a million feet of timber on hand. In this way they were able to lay the keel of the steamer they built for the Shipping Board and get her in frame before any of the Government-furnished yellow pine was delivered.

MORE ON PERCY & SMALL

Andy Nesdall writes that our comment concerning WYOMING's model being the last tangible evidence in Bath of Percy & Small is not quite accurate, as a Bath bank has the model of the ELEANOR A. PERCY.

Frank A. Small died at Somerville, Mass., on 22 June 1917.

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Our review of a noteworthy book of the sea this time is of Paul Eve Stevenson's "By way of Cape Horn," on page 102.

B O O K R E V I E W S

McDOWELL, Carl E., and Heler M. Gibbs, "Ocean Transportation," xv, 475 pp., 10 figs., index. McGraw-Hill Book Co.Inc., New York, 1954. Price $7.00.

Here is a badly needed, up to date textbook on ocean transportation with particular reference to American flag vessels, which is destined to be the standard work of its kind for many years to come. The authors, both formerly connected with Stanford University, have split evenly 14 of the 22 chapters, and the remainder have been written by seven specialists in the particular fields of freight forwarding and brokerage, charters, accounting, law, insurance, rates, and legislation.

Written from the viewpoint of the vessel operator, this book will be of value to anyone seeking general information on the various problems connected with that occupation today. This is especially true of the interlocking relationships of government regulation and subsidy, but the book also treats of such technical matters as ship stowage. Even the topic of tonnage, on which a great many authors have foundered, is adequately and accurately discussed.

HERRESHOFF, L. Francis., "Capt. Nat Herreshoff; the wizard of Bristol. The life and achievements of Nathanael Greene Herreshoff, together with an account of the yachts he designed," 349 pp., 46 figs., 48 pl., index. Sheridan House, New York, 1953. $7.50

Here in book form is the series that ran for several years in "Rudder," telling of the design and building achievements of the Herreshoff family. An appendix gives a partial list of the Herreshoff-built boats, in alphabetical order.

LEARMONT, James S., "Master in Sail," 228 pp.; 11 pl.; glossary; index. Second and revised edition. Percival Marshall, London, 1954. Price 12s 6d.

This is a new edition of the book that we reviewed in May 1951. A colored frontispiece and 5 plates by John Grier have been added, as well as photographs, a glossary, and an index. The main text change concerns the names of ships lost with Callao ballast, on p.156.

Captain Learmont was an outstanding British sailing ship master, and his autobiography makes fascinating reading. We recommend this book most highly to all who are interested in ships of sail.

McEWEN, W.A., and A.H.Lewis, "Enclycopedia of Nautical Knowledge," 618 pp. Cornell Maritime Press, Cambridge, Md., 1953.$12.50

It is hardly correct to describe this work as an enclycopedia; rather, it is a discursive dictionary. The senior author is a Bluenose shipmaster, co-author of the "Merchant Marine Officers' Handbook," who, upon retirement as a Commander in the U.S. Coast Guard in 1947, took over a compilation begun by the junior author in 1943.

The book is up to date in such matters as the Rule of the Road and radar; at the same time it has no definite cut-off date for historical references and sometimes goes back to classical Greek terminology. Sailing vessels and small craft are well covered, although the lack of illustrations is a drawback. The information pertaining to naval terminology refers only to the United States service.

Among American vessel types, tern, buckeye, moses boat, pungy, and skipjack are all represented; Peterhead boat and ram are missing. Barkentine is defined as a three- or four-masted vessel, with no mention of the five- and six-masters. Under "measurement" it is stated that the Moorsom system was not adopted until 1894, which is 50 years too late, and that "new measurement" (which is given in an incorrect formula) gave a greater tonnage than the Moorsom system that replaced it. Actually, Moorsom chose the factor of 100 cubic feet to the ton because it yielded almost exactly the same total tonnage on the United Kingdom register as the systems it replaced.

Faults like these are few, however, and the "Enclycopedia of Nautical Knowledge" should prove a useful reference work.

DUGAN, James, "The Great Iron Ship," xv, 272 pp.; 30 ill.; index. Harper & Brothers New York, 1953. Price $3.50.

We reviewed the serial version of this book, which appeared in the "New Yorker," in October LOG CHIPS. It has now appeared in book form, with illustrations, and is as readable as before. The skeleton story, which we still doubt, is still there.

Comparison of the book version with the condensed magazine version is instructive, and in a few cases the careful editing given by the "New Yorker" has resulted in a more accurate text. For example, the book version has the GREAT EASTERN touching at Old Point Comfort on the way from New York to Cape May; the magazine had her correctly placed.

ROBERTSON, R.B., "And then there was whale," "New Yorker," 9 Jan.1954 and three following issues.

The account of a modern whaling expedition to the Antarctic, as told by a medical man who went in the 1950-51 season, this is an excellent description of the industry. The factory ship is not named, but is probably one of the Salvesen fleet out of Leith.

MONTAGU, Ewen, "The man who never was," 160 pp.; 24 ill. J.B.Lippincott Co., Phila.& N.Y., 1953. Price $2.75.

This purports to be the account of how a corpse, loaded with faked documents, was set adrift off the Spanish Coast to mislead Axis intelligence as to actual Allied intentions on the invasion of Sicily. Exactly how a large container of solid carbon dioxide could be kept in a submarine without asphyxiating the crew is not made clear, although all the other details hang together and make a good yarn.

PETREJUS, E.W. "Ships of all ages." 16 drawings, 6" x 9", in a portfolio. De Esch Ltd., Hengelo, Holland. Available in USA from Model Shipways, 476 Main Street, Fort Lee, N.J. Price $1.00.

Beautifully executed copies of photos of models and old prints, from "W.A.'s" carrack of 1450 to a steel bark.

COLMAN, Addie Cushing, "Captain Moses Rich Colman, master mariner; letters of a clipper ship captain."

We reviewed this in LOG CHIPS for August 1950; it is now available from Mrs.Colman at Box 221, Greenbush, Mass., for $3.50.

STRÖM, S.A.E. (Editor), "The annual Dog Watch, no.10," 128 pp.; ill. Shiplovers' Society of Victoria, Box 1169K, GPO, Melbourne. Price 4s 6d Australian.

This 1953 edition of the "Dog Watch" contains the usual excellent assortment of short articles, mostly reminiscent of sailing ship days. A good item is an account of the abandonment of the ss JEDDAH, source of Conrad's "Lord Jim."

KLEM, Knud, and Louis E.Grandjean (editors) Årbog 1953. Handels- og Søfartsmuseet på Kronborg. 137 pp.; ill.

The yearbook of the Trade and Shipping Museum at Kronborg contains several interesting articles, ranging from an excavation of a Middle Age grave to notes on the maritime history of Marstal.

STEVENSON, Paul Eve, "By way of Cape Horn; four months in a Yankee clipper."

Paul Eve Stevenson was a native of New York City, born in 1868. His family seems to have been well off, for he was educated in private schools before attending Columbia University. In 1893 he married Maud Zeilin of Germantown, Pa., and the following year persuaded his new wife to accompany him on an ocean voyage in a sailing ship.

Stevenson wished to make the Cape Horn voyage, but his wife preferred to try an easier voyage first, so they settled on the British skysail-yard full-rigger BANGALORE, Capt.Ray Congdon, bound from New York to Calcutta with 67,500 cases of kerosene loaded at Bayonne, N.J. They left New York on 1 July 1894 and arrived Calcutta on 8 November, leaving the ship at Budge Budge and returning home by steam.

In 1897 Lippincott of Philadelphia published Stevenson's account of the voyage under the title "A deep-water voyage" (287 pp.), and in the same year the Stevensons decided to make another voyage, this time around Cape Horn. This time they chose the Thomaston-built full-rigger CYRUS WAKEFIELD, Capt.F.T.Henry, which loaded a general cargo in Flint & Co.'s line for San Francisco, sailing from New York on 11 May 1897.

San Francisco was reached on 19 September with one of the crew in irons for having stabbed the 2d mate; he pleaded self defense and was acquitted. "By way of Cape Horn" is Stevenson's account of the voyage, published by Lippincott in 1898 (410 pp; 14 ill.; mostly from photos by the author). There was an English edition the same year, and the book had a second edition in 1899 and a third in 1900.

The libel laws being what they are, Stevenson had to take considerable pains to disguise the identity of the principal characters in his book. Thus the WAKEFIELD is called the HOSEA HIGGINS and her rival on the passage, the JABEZ HOWES, Capt.Clapp, is the JUDAS DOWES; while Captain Henry appears as Abner Scruggs. Here, for the record, is the list of men shipped aboard the ship CYRUS WAKEFIELD of New York by John Rosenfeld Sons on 8 May 1897:

Name	Rating	Pay
H.N.Lamberth	Mate	$50
Thos. Marks	2d Mate	35
Matt Finnan	Carpenter	35
John Frank (f.t.j.)	Steward	40
Jim Jonges (substitute)		45
Tai Tan	Cook	$30
H. Sears	Sailmaker & boatswain	20
Edward Kelly	" "	20
Nils Neilson (f.t.j.)	Seaman	18
J.Peterson (substitute)	"	18
Pat Ryan	"	18
A. Halvorsen (f.t.j.)	"	18
C. Schmidt (substitute)	"	18
E.D.Broadhead	"	18
Charles Hahn	"	18
Nick Craney	"	18
Edw. Murphy	"	18
Geo. Habers	"	18
A. Johanson	"	18
J. Wirth	"	18
Saml. Jones	"	18
Charles Mark	"	18
David Colman (f.t.j.)	"	18
L. Kollen (substitute)	"	18
T. Nelson	"	18
John Johansen (f.t.j.)	"	18
Leo Grauf (substitute)	"	18
Timothy Powers	"	18
Saml. Levy	Boy	1

(Those marked f.t.j.failed to join, and the substitutes were engaged in their places.)

As one of the very few accounts by an impartial observer, Stevenson's book is well worth reading for his observations on the treatment of forecastle hands by the officers in Yankee Cape-Horners. He notes that charges were brought against both mates by three seamen, and he fully supports them; but when the case came to trial the complaining witnesses were not available, having already been shanghaied aboard an outward-bounder; and the case was dropped.

Maud Stevenson figures little in her husband's account of the voyage, and it would have been interesting to have her account of it, particularly in view of the fact that Paul Eve Stevenson Jr. was born in February 1898.

An ardent yachtsman, Stevenson Sr. was a member of the N.Y.Yacht Club and several other clubs. His orange burgee with a black chevron flew over the 72' sloop THETIS and later over the 37' lugger GHOST of Nassau, B.W.I. In 1905 he was a member of the afterguard of the yawl AILSA in the transatlantic race for the German Kaiser's trophy, and in 1907 the Rudder Publishing Company brought out his "Race for the Emperor's Cup"(223 pp.), a full accou of the race.

Stevenson was for a time on the staff of the N.Y."Herald", and he wrote several magazine articles based on his experience He died of pneumonia on 19 Dec.1910.

N E W S A N D N O T E S

"THOMAS W.LAWSON" BIBLIOGRAPHY

Mr.Howard L. Jennings, 802 Cafritz Bldg., Washington 6, D.C., has sent us a six-page bibliography of the great steel seven-masted schooner THOMAS W.LAWSON.

It all started, we understand, when Mr. Jennings bought a model of the schooner two years ago in Canada. In search of her history, he has subsequently collected enough material to fill five scrapbooks, including 51 different "official" ways of naming her masts.

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NAVY RELICS' FATE NEAR

In its current appropriation bill, the U.S.Navy is asking for funds to maintain the CONSTITUTION and authority to dispose of the CONSTELLATION, HARTFORD, OLYMPIA, and OREGON. There is some feeling at Baltimore that the CONSTELLATION, which replaced the frigate of that name built at Baltimore in 1797, should be preserved at that port; but we understand that she is in such poor condition that it is unlikely this will prove feasible.

There is also some interest in preserving the HARTFORD at Mobile; while Connecticut also has expressed a desire to bring her to that state. The two Spanish War relics, OREGON and OLYMPIA, are probably past saving.

*****

"MARIE THOMAS" NOT A RAM

Captain T. Clarke Conwell of San Francisco has sent us some notes on the MARIE THOMAS, which we listed among the rams in March 1952 LOG CHIPS.

"Frankly, I don't believe Megee built the craft as a ram," he writes. "Capt. George E.Megee was a great-uncle. My impression is that he was a diehard who believed that a vessel would pay on the Milton-Philadelphia run, and that is the model he selected.

"While large vessels were built in Milton, it is obvious that none of them could traverse the river in other than absolutely light condition. They were simply built there for trading elsewhere. Local trading vessels were of very shoal draft, 5' or so.

"I was seven years of age when the craft burned and remember it very well. The Engineers engaged a hoister to come to Milton and lift the remains onto the south bank of the river. Come to think of it, there was a report that a blowtorch had to be used to get the engine to kick off, and that was what set her afire."

Except for a fishing vessel named WILDCAT built in 1915, the MARIE THOMAS was the last vessel built at Milton, Captain Conwell tells us. He believes the last Milton-built vessel to survive was the WM.T.PARKER.

*****

JERRY MAC MULLEN AT SERRA MUSEUM

As of 1 January, G.F.MacMullen, author of "Paddle-wheel days in California" and "Ships of the Redwood Coast," became Managing Director of the Junipero Serra Museum of the San Diego Historical Society. He replaces John Davidson, who had held the position as long as we can remember.

A veteran San Diego newspaperman, a founder of the San Diego Maritime Research Society, and a Commander in the Naval Reserve, Jerry is uniquely qualified for his new position, and under his guidance we expect to see the Museum pay more attention to the history of San Diego as a seaport. The Serra Museum is located at 2727 Presidio Drive, on a site that commands a splendid view of the San Diego River valley and the Pacific Ocean, and is well worth a visit.

*****

NEW STEAMING RECORDS

The steamship HOOSIER MARINER passed Ambrose Light Vessel at 1300 GMT, 10 Oct. 1953, and arrived off La Pallice pilot station at 1618 on the 16th, covering the 3190 mi. at an average of 21.656 knots. This record is claimed to be the fastest transatlantic crossing ever made by a cargo vessel. Unfortunately, some of the new "Mariner" class are being laid up as the Maritime Administration can find no operators for them.

The carrier USS PHILIPPINE SEA recently crossed the Pacific from Yokosuka to Alameda in 7 d.13 hr., clipping 5.6 hr.off the record of the carrier BOXER. This distance is some 4536 miles, and the speed averages out a fraction over 25.0 knots.

The United States is in the process of adopting a new definition for the nautical mile, 1852 meters instead of 1853.248, which will mean that some of these speeds and distances will have to be refigured.

*****

FOR SALE-- Ship Registers & Enrollments, Saco, Me., and Ship Registers & Enrollments Machias, Me., Part I, A-L.

The two volumes, unbound for $15

Ship Registers of New Orleans, 1804-1870, 6 volumes bound in red cloth, as new, $20.00

Write: E.L.Dorsett, 120 Orchard Ave., Webster Groves 19, Mo.

SAILING SHIP NEWS

BOHEMIA, 2m.Sch. Built St.Michaels, Md., 1884 and active until 1949. Two years ago taken to Jordan's shipyard on Sarah Creek, Gloucester Co., Va., for possible conversion to power boat. Summer 1953 dismantled and abandoned.

CARL VINNEN, Ger.aux.5m.topsail sch. Scrapped at Bremerhaven before October 1953.

DANMARK, Dan.aux.tr.ship. 5 Jan.on Equator; 18th arr.Kingston, Ja.; 25th left Jamaica; 10 Feb.arr Bermuda; 13th left for home.

ERNESTINA, Port.sch. 2 Dec.left Providence for S.Vincente, CVI, with 25 tons mdse. Had been fined $4000 because 4 alien crew members went ashore, but rebated $3200 when they returned before sailing.

ESMERELDA, Chilean aux.4m.tr.sch. Launched at Cadiz in June 1953 to replace ALMIRANTE BAQUEDANO. Was started in 1943 for the Spanish Navy as an enlarged version of JUAN SEBASTIAN DE ELCANO.

FANTOME, Canad.aux.4m.sch.yacht. Arr.Sorel, P.Q., from Seattle prior to 11 Jan. Sincennes-McNaughton Line, her new owners, are reported to be looking for a use for her instead of scrapping, in view of her good condition.

GALATEA, Span.aux.tr.bark. Called at New York in December.

GEORGE R.BRADFORD, Can.motor vessel. Built at Essex, Mass., in 1895 as a granite schooner. Sept.1953 lost on voyage from Pictou, N.S.,to Grindstone with coal.

INTREPID, Barge. Built at Mare Island 1904 as USN training ship. Long a hulk at Pearl Harbor. 16 Feb.found on beach, Long Beach, Wash., after being cut loose from TIDEWATER SHAVER, towing Honolulu to Columbia River.

LILLA DAN, Dan.aux.tr.topsail sch. Built 1953 for J.Lauritzen, Copenhagen, attached to his training school for officers at Svendborg.

MACQUARIE, hulk. Built at London in 1875 as MELBOURNE, last of the "Blackwall frigates." Traded to Australia for many years as a full-rigged ship; hulked 1908. Feb.1953 sold for scrap and being broken up at Kissing Pt., Parramatta R., above Sydney.

MAGGIE, Sch. Dude sailer, built Dorchester Co., Md., 1871. 8 Jan.sank at Rockland, Me., when electric bilge pump froze; 15th raised by Coast Guard, but subsequently sank again from same cause.

MERCATOR, Belg.aux.tr.bktn. 4 Jan.left Teneriffe for Africa; 15th left Dakar; 30th arr.Malaga; 2 Feb.left Malaga; 19th arr. Antwerp.

SEUTE DEERN, Ger.bk. No longer used as a restaurant at Hamburg, and fate in doubt.

STAR OF THE SEA, 4m.sch. Ex ANNIE C.ROSS. Was bought in February for $2000 by the Catholic Sea Cadets from Scott Moore and moved to Bristol Basin, E.River. The Cadets plan to refit her as a barkentine and cruise Long Island Sound with her in 1955. Photos in March "Lookout" show that considerable improvement in her appearance has already been made, although they still have a tremendous job ahead of them.

VEMA, Aux.3m.sch. Has been sold to Lamont Geological Observatory (Columbia University) by Louis Kenedy. Four men were washed over the side in January on voyage N.Y. to Bermuda; 3 recovered and the mate lost. (With thanks for items to Bob Burgess, Bob Goddard, Gordon Jones, Giles Tod, Bob Appl. bee, Jürgen Meyer, Earl Palmer, J.S.McCullough, and John Lochhead.)

*****

IRISH PENNANTS

LOSS OF "GERTRUDE A.BARTLETT"-- We reported on p.141 of the last volume that this three-masted schooner was abandoned on 27 Sept. 1906. Although this record is from the official 1907 "List of Merchant Vessels," it appears to be a few days in error, as shown by the following extract sent us by Harold Huycke from the diary of Mrs.A.F. McKay, wife of the master of the four-masted bark ACME:

"Sept.21st 1906...Our position at noon was 29-19 N, 71-42 W...Last evening about 8 o'clock the mate reported a light on the starboard beam. A peculiar light, he said, a sort of flare-up. Dell went out and said he thought it was a boat as the light was so low. He changed the ship's course and bore up. As we did not seem to get nearer, we concluded he was sailing away from us, and Dell said it must be a whaler, trying out their whale oil and putting oil on the fire to keep it burning. He had often hear of ships mistaking them for distress signals. So he put ship back again on her course.

"Then we saw the flare-up several times in succession. He thought it over and concluded to change and bear down again for her and wait until daylight and make sure what it was.

"As soon as it was light enough to distinguish anything, he soon saw it was a shipwreck. So the lifeboat was got ready and as soon as we got near enough the boat was lowered and 4 men went, and soon they came back with a load-- the Captain and

Mate and Negro sailors. They set fire to the hulk before they abandoned her....She was loaded with dressed lumber, and that is what kept her afloat so long. Her decks were awash and her rail was down to the water's edge; just rolling back and forth in the swell. Her forward house was altogether gone, every mast; not a bit of rigging or sail to be seen. The after house full of water; the only dry place was the poop.

"She sprunk a leak in a hurricane. It was the same storm that we got on the 7th of September, only we got only the tail end. For 15 days these poor people were without food or water. Their casks went overboard. They caught fish and condensed water in a kerosene tin, made fire on the poop deck, and cooked fish and coffee. No place to sleep, only on deck....We were the first vessel they had seen since the storm. They brought a dear little dog with them."

FIRST GERMAN FOUR-MASTED BARK-- On p.105 of Nov.1951 LOG CHIPS we stated that RICHARD WAGNER of 1886 was the first German four-masted bark and the largest sailing vessel built until 1892. Both distinctions of course belong to POLYMNIA, as F.W.Thober has pointed out to us.

END OF"SILVER WING"-- On p.96, in the list of three-masted schooners built in 1877, we asserted that the SILVER WING of Baltimore was lost in 1882/83. Bob Burgess reports that she is still listed in the 1913 "Record" as the IBERIA. She is not in Lloyd's for that period, but the 1897 "Record" has her as owned in Tampico, Mexico, by Domingo Trueba as IBERIA, having been largely repaired in April 1883.

"WILLIAM J.STANFORD"NOT A RAM-- Bob Burgess writes also that the WILLIAM J.STAFORD, mentioned in January as appearing in Brewington's "Chesapeake Bay," started out as the two-master JOHN B.CONNOR, built on the St. Jones River, Del., in 1868, and lengthened and rerigged with three masts about 1880. She did not have the true ram hull, although her dimensions of 89 x 23 x 5.5 feet show the ram beam; with her gross tonnage of 73 they give a block coefficient of 0.65. This ratio put her definitely out of the ram category and into the ordinary schooner classification, even though she had a bald-headed three-masted rig.

Last owned by Smith Brothers of Baltimore, the WILLIAM J. STANFORD's register was abandoned during 1947.

CORRECTIONS TO TWO SCHOONER LOSSES-- Capt. T. Clarke Conwell of San Francisco, who hails originally from Milton, Del., has sent us some notes on schooners commanded by members of his family (Conwells and Megees), and they correct notes we had on the ends of two schooners.

The four-master ARTHUR McARDLE was owned and sailed by Capt.Conwell's grandfather, Capt. Wm.H.Megee, afterward a member of the Philadelphia firm of Mitchell & Megee. He turned the vessel over to his mate, who left the schooner on a reef in the Bahamas shortly thereafter. We listed her as lost at Great Egg Harbor on p.94 of vol.1, but this should have been Egg I., in the Bahamas. She left Philadelphia for Havana on 9 April 1904 and was wrecked on the 23d.

Our entry opposite the GEORGE TAULANE JR.on p.68 of LOG CHIPS for July 1953 actually belonged to the four-master GEO.A. McFADDEN. The TAULANE was owned and commanded for a time by Capt.John R.Megee, a brother of Capt.Wm.H., and she left Belfast Ga., for Philadelphia on 18 Sept.1909 and was lost with all hands.

Other schooners in the family include the EMMA J.MEYER, Capt.J.R.Megee, and the CHARLES A COULOMB, Capt.Geo.E.Megee. Capt. W.B.Megee, a son of Wm.H., bought the barkentine JOSEPHINE from the Stewarts of Baltimore and rerigged her as a schooner. His brother, Capt.R.D.Megee, sailed the COLLINS W.WALTON at one time. Capt.James C.Conwell had the tern A.P.NOWELL in 1884, and later the THOMAS WINSMORE and LAURA C. ANDERSON.

On 31 Dec.1885, Captain John D.Conwell left Philadelphia in the two-master MARY G. FARR, and shortly afterward the schooner came ashore in a gale in a burned condition at Spring Lake, New Jersey. The Captain's body and that of the Steward, were found on the beach and returned to Milton.

In November 1923, an individual looking for bottles in which to package bootleg liquor found a bottle on the beach at Cape May in which was the note: "Aboard the MARY G.FARR. Fire gaining in hold. Can no longer ride out gale. About to take to long boat. God help us all."

The Coast Guard forwarded the message to Milton, where it was compared with the will of Captain Conwell and found to be in his handwriting.

THREE-MASTED SCHOONER LIST CONTINUED

On the following page we list three-masters built in 1875, continued from page 96.

SQUARE-RIGGERS BUILT IN DENMARK SINCE 1869, by J.MALLING

Name	Rig	Gross	Place where built	Builders	First home port
			1869		
FYN	Bark	328	Korsør	A.Petersen	Copenhagen
			1870		
J. S. PONTOPPIDAN	Bark	302	Elsinore	Rohmann & Barfoed	Elsinore
			1873		
FAMILIEN	Bkn	201	Marstal	J.J.Bager	Marstal
			1874		
FREDENSBORG	Bark	342	Elsinore	Rohmann & Barfoed	Elsinore
PANDA	Bark	341	Aalborg	J. Vang	Liverpool, Eng.
			1875		
CECILIE	Bark	251	Rudkøbing	S. Boas	Rudkøbing
MICHELLE SELCHAU	Bark	475	Elsinore	J. H. Løve	Copenhagen
			1876		
SØRINE	Bkn	265	Nordby	Chr. Graff	Nordby
			1878		
CHRISTIAN IX	Bkn	216	Marstal	J.J.Bager	Marstal
			1879		
KIANA	Bkn	204	Marstal	H.J.Bager	Marstal
			1880		
ERIK	Bkn	217	Svendborg	J. Ring-Andersen	Svendborg
			1882		
AMETE	Bkn	307	Nordby	S. Abrahamsen	Nordby
GEORG STAGE	Aux.Iron Ship	298	Copenhagen	Burmeister & Wain	Copenhagen
			1883		
DANMARK	Bkn	226	Faaborg	R. Møller	Faaborg
EDEN	Bkn	228	Svendborg	P. Troensegaard	Svendborg
JOHANNE	Bkn	234	Svendborg	P. Troensegaard	Marstal
MAREN	Bkn	223	Marstal	J. O. Christensen	Marstal
NIELS JUEL	Bkn	241	Marstal	F. Hansen	Marstal
NORDEN	Bkn	239	Marstal	H. J. Bager	Marstal
			1884		
EVA	Bkn	233	Rudkøbing	S. Boas	Rudkøbing
IGNATZ BREUM	Bkn	232	Svendborg	J. Ring-Andersen	Svendborg
SKIRNER	Bkn	232	Marstal	H. J. Bager	Marstal
SKJOLD	Bkn	246	Marstal	F. Hansen	Marstal
VERDANDE	Bkn	299	Nordby	S. Abrahamsen	Nordby
AERØ	Bkn	239	Svendborg	P. Troensegaard	Svendborg
			1885		
EMBLA	Bark	402	Nordby	S. Abrahamsen	Nordby
FUGLEN	Bkn	232	Marstal	J.O.Christensen	Marstal
MARIE	Bkn	214	Svendborg	J. Ring-Andersen	Svendborg
			1886		
ARKEN	Bkn	197	Marstal	J.O.Christensen	Marstal
HVIDBJØRNEN	Aux.Bark	388	Elsinore	Rohmann & Barfoed	Copenhagen
NYBORG	Bkn	284	Nyborg	P. Petersen	Nyborg
			1887		
JØRGEN OLSEN	Bkn	309	Marstal	J. O. Christensen	Marstal
NANNA	Bark	377	Marstal	S. Abrahamsen	Nordby
			1888		
HANS	Bkn	238	Faaborg	R. Møller	Marstal
			1889		
HANSIGNE	Bkn	204	Marstal	F. Hansen	Marstal
LAURA	Bark	384	Nordby	S. Abrahamsen	Nordby
			1891		
ALEXANDRA	Steel Bark	655	Copenhagen	Burmeister & Wain	Copenhagen
FREDENSBORG II	Bkn	294	Marstal	J. O. Christensen	Marstal
HUON (or HYON)	Stl. Bk	1130	Elsinore	Helsingør Skibsvt.	Elsinore
SØRINE	Bark	398	Nordby	S. Abrahamsen	Nordby

				1892		
AGENT PETERSEN		Bark	336	Marstal	F. Hansen	Marstal
ASTRAEA		Bkn	255	Rudkøbing	J. Boas	Rudkøbing
DANMARK	Steel	Bark	1467	Copenhagen	Burmeister & Wain	Copenhagen
FAVORITA	Steel	Bark	1437	Elsinore	Helsingør Skibsvt.	Hamburg, Ger.
MAGNET	Steel	Bark	1469	Copenhagen	Burmeister & Wain	Hamburg, Ger.
PAUL		Bark	399	Nordby	S. Abrahamsen	Nordby
PRINS VALDEMAR	Stl.Bk.		1361	Elsinore	Helsingør Skibsvt.	Nordby
				1893		
ANSGAR		Bkn	301	Marstal	J. O. Christensen	Marstal
EMILIE		Bark	409	Nordby	S. Abrahamsen	Nordby
PRINSESSE MARIE	Stl.Bk.		1408	Elsinore	Helsingør Skibsvt.	Nordby
SAGA		Bkn	285	Marstal	L. J. Bager	Marstal
				1894		
HANS		Bark	408	Nordby	S. Abrahamsen	Nordby
				1895		
MATHILDE		Bark	413	Nordby	S. Abrahamsen	Nordby
				1896		
H. C. CHRISTENSEN		Bkn	314	Marstal	J. O. Christensen	Marstal
THORA		Bark	411	Nordby	S. Abrahamsen	Nordby
				1898		
SØSTRENE		Bkn	338	Marstal	J. O. Christensen	Marstal
				1902		
CAROLINE KOCK	Stl.Bkn		219	Marstal	J. O. Christensen	Marstal
JOHANNES	Stl.Bkn		317	Rønne	Bornholms Maskinfk.	Rønne
				1903		
MARIE	Stl.Bkn		325	Rønne	Bornholms Maskinfk.	Rønne
				1904		
ARKEN		Bkn	272	Marstal	J. O. Christensen	Marstal
				1907		
VIKING	Stl.4m.Bark		2952	Copenhagen	Burmeister & Wain	Copenhagen
				1911		
CAROLINE		Bkn	219	Marstal	L. Johansen	Marstal
				1918		
AERØ		Bkn	275	Marstal	E. Eriksen	Marstal
				1919		
ELISABETH		Bkn	278	Marstal	E. Eriksen	Marstal
				1920		
SINE		Bkn	242	Marstal	E. Eriksen	Marstal
				1921		
HUSAVIK		Bkn	347	Marstal	E. Eriksen	Marstal

(There were no vessels in this category built in 1871, 1872, 1877, 1881, 1890, 1897, 1899-1901, 1905, 1906, 1908-1910, or 1912-1917. After 1921 there were only the two following auxiliary training ships:)

				1932		
DANMARK	Aux.Stl.Ship		900	Nakskov	Nakskovs SkibsA/S	Copenhagen
				1935		
GEORG STAGE	Ax.Stl.Ship		298	Fredrikshavn	Fredrikshavn Vaerft.	Copenhagen.

The above list has been compiled for LOG CHIPS by Mr. J.Malling of Copenhagen, an attorney and a well-known student of sailing ships. We hope later to have a list of Danish four-masted schooners from him.

Regarding the steel vessels, he writes: "During the '80's, the big firms in Hamburg placed a lot of money in sailing ships under the Danish flag. Up to 1905, Knöhr & Burchard had money in all Danish iron or steel square-riggers."

It will be noted that except for the training ships there are no full-riggers in the list. Denmark built many full-rigge East and West Indiamen in the previous decades, however; one named CIMBER, built at Apenrade about 1857 is illustrated in Vol.14 of "Ballou's Pictorial" for 1858, p.408; she was of 2800 tons and made the run from Liverpool to San Francisco in 104 days.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER TEN 109 JULY 1954

A TRIP TO SCANDINAVIA AND ENGLAND

Highlight of our brief stay in London was an evening spent with D.W.MacGregor, author of "The Tea Clippers," who is working on a companion volume to cover the Australian traders, and has assembled a remarkable collection of plans to serve as background material.

One interesting item was a drawing prepared before 1854 by the Hall firm of Aberdeen, illustrating how their "Aberdeen bow" would diminish the tonnage of a vessel under the tonnage measurement law then in use.

We did not get a chance to see CUTTY SARK, but we understand work of refitting her is progressing nicely.

At Horten, Norway, we saw the training ship CHRISTIAN RADICH at anchor in the roadstead, and the following day we saw several sailing ships at Stockholm: the AF CHAPMAN, permanently laid up as a youth hostel, but still carrying nine yards aloft; the auxiliary topsail schooner SUNBEAM, the training ship of the Rydberg Foundation, but now idle at the naval base; and the hull of the former four-masted bark MOSHULU, being turned into a barge. There is also a host of little Baltic galeases at Stockholm, which carry all kinds of building materials and supplies to the metropolis.

The National Maritime Museum of Sweden was described in LOG CHIPS for November 1952, and we can only report that on a personal visit it is more outstanding than it appeared in the descriptions available to us. The merchant marine section is well designed to bring home to the citizen how much of his nation's economy depends on the sea, and a good touch is the inclusion of actual samples of cargo, such as coal, lumber, and wood pulp.

The naval section has an excellent exhibit of armor and projectiles-- again, items that the ordinary citizen seldom encounters in his own experience, but which are of considerable importance to him none the less.

At Göteborg we found the four-masted bark VIKING, another youth hostel, and we also visited the Sjöfartsmuseum there. On two floors, it covers all phases of seafaring, including air transport, and not neglecting oceanography and the fisheries. There is an aquarium in the same building, and alongside it is a tower erected to the Swedish seamen lost in World War I. The surrounding park area contains anchors, cannon, and statuary of maritime significance.

Next stop was Copenhagen. Here, at Charlottenlund, the Ministry of Fisheries has a museum of fisheries and oceanography, which gives an excellent picture of the important organisms of the sea and how they are studied scientifically. Models of the three research vessels named DANA are a highlight of this collection.

Across the way is a very fine fresh- and salt-water aquarium, which is noteworthy particularly for the attention that has been given to the backgrounds of its exhibits, although in some cases the color schemes chosen far transcend nature.

An hour by train to the north of Copenhagen is Helsingør, where Hamlets's castle now houses the Museum of Trade and Shipping. Passing from exhibit to exhibit, arranged in order from Viking times to the present, one covers the entire circuit of the castle. There is an amazing wealth of material on all phases of Danish shipping, and even such details as the ferry service from Helsingør to Sweden, once carried out in rowboats, are not neglected.

This museum also publishes a yearbook with a selection of well-illustrated articles on various subject in its field, and also sponsors a series of special publications, one of which is reviewed later in this number of LOG CHIPS. Details of membership in the museum association are available from LOG CHIPS, if any readers are interested.

In Copenhagen, also, we called on Mr. Jens Malling, who has prepared the lists of Danish vessels for LOG CHIPS, and we passed a pleasant evening with him.

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THE SHIPBUILDERS OF BATH, MAINE
V. WILLIAM ROGERS

We have dealt in this series so far with yards that specialized in contract work and which survived into the Twentieth Century. Another that fits into this category was the yard of William Rogers. The following account is based almost wholly on the Bath "Anvil" story in 1907 by Mr.Henry W.Owen Jr.

William Rogers was the son of William M. Rogers, who was born in Tamworth, N.H., in December 1788. He first kept a store in Ipswich and from there moved to Salisbury on Mount Desert Island, where he built a vessel named ONLY DAUGHTER. In 1819 he came to Bath and engaged in the lumbering business. His son, William Rogers, was born 16 Feb.1824, and was educated at Gorham Academy. After graduation he shipped before the mast on a voyage from Boston to New Orleans, Liverpool, and back to Boston, and, but for his father's opposition, he would have made the sea his career. Instead, at the age of 21, he joined in partnership with his father in the lumber business.

In 1847, William M. Rogers & Son acquired a shipyard site now located on the property of the Bath Iron Works and built their first vessel, the ship ARLINGTON. From that time on the building and operation of ships became the principal concern of the firm. Here is their list:

Year	Rig	Name(*owned by builder)	Tons
1847	Ship	ARLINGTON*	569
1848	Brig	SEGUIN*	198
1848	Sch	EAGLE*	134
1848	Ship	JULIET*	524
1849	Sch	H. NASON*	164
1851	Ship	MAY FLOWER*	720
1851	Ship	ELIZABETH*	470
1852	Ship	OTSEONTHE*	1137
1853	Ship	FAVORITE*	766
1854	Ship	NORTHERN EMPIRE	1499
1854	Ship	EMILY ST. PIERRE	883
1854	Ship	WM. M. ROGERS	979
1855	Ship	J. L. WARNER	895
1856	Ship	MONTMORENCI*	1085
1857	Bark	HELLESPONT*	454
1857	Ship	CONFIDENCE	649
1859	Ship	MISSOURI	674
1860	Bark	LUZON*	489
1860	Bark	S. W. PIKE*	541
1861	Bark	SOO LOO	629
1861	Sch	BONNIE ELOISE*	47
1862	Bark	THOMAS FLETCHER	639
1863	Sch	MARGARET*	163
1863	Bark	MERCURY	763
1864	Ship	FREEDOM	844
1864	Brig	OCEAN BELLE*	352
1865	Sch	MAY*	83
1865	Bark	WAPELLA*	728
1865	Bktn.	C. S. ROGERS	392
1867	Ship	BOMBAY*	955
1867	Bark	OMAHA	633
1868	Ship	HERCULES	1279
1869	Bark	UNA*	792
1873	3m.Sch	AJAX	319
1873	Bark	COLUSA	1188
1874	Bark	FRESNO	1244
1874	3m.Sch	BESSIE E. DICKINSON*	374
1874	Ship	HIGHLAND LIGHT	1314
1875	Ship	BONANZA	1356
1875	Sch	ANITA	211
1875	Ship	OREGON*	1430
1876	Bark	B. F. WATSON	992
1877	Ship	C. C. CHAPMAN*	1652
1877	3m.Sch	EDDIE HUCK	394
1877	Ship	DANIEL BARNES	1485
1878	Bark	ANTONIA SALA	534
1878	Ship	JAMES BAILEY*	1530
1878	Ship	LEVI C. WADE	1525
1879	Barge	JUNO	254
1879	Bark	HAVANA	649
1879	Bktn.	ARTHUR C. WADE	522
1880	Sch	FLORENCE L. SCHEPP	198
1880	Bktn.	PAYSON TUCKER	614
1880	3m.Sch	JOHN R. FELL	354
1880	Stmr	SEBENOA	89
1880	3m.Sch	ALFARETTA S. SNARE	252
1881	3m.Sch	MESSENGER	344
1881	Ship	DAKOTA*	1271
1881	Stmr	KANAWHA	536
1881	Bark	ROSE-INNES	835
1881	Ship	CHARMER	1881
1881	3m.Sch	BELLE O' NEILL	467
1882	3m.Sch	JUNE BRIGHT	346
1882	3m.Sch	SARAH D. FELL	581
1882	3m.Sch	E. H. WEAVER	686
1882	3m.Sch	M. V. B. CHASE	457
1882	3m.Sch	HARRY PRESCOTT	433
1882	Ship	ABNER COBURN*	1972
1883	3m.Sch	GEORGIE L. DRAKE	465
1883	Ship	GOVERNOR ROBIE*	1712
1883	3m.Sch	EMMA F. ANGELL	862
1883	3m.Sch	MARY L. ALLEN	329
1883	3m.Sch	DOUGLASS HOVEY	492
1883	Ship	KENNEBEC*	2126
1884	Bktn.	ARTHUR C. WADE (2d)	699
1884	Stmr.	WIWURNA	98
1884	3m.Sch	RELIEF	229
1885	3m.Sch	EDWARD C.ALLEN TRUE	824
1886	4m.Sch	BENJAMIN F. POOLE	1136
1889	4m.Sch	JACOB S. WINSLOW	910
1889	Bark	MATANZAS	1028
1890	4m.Sch	R. F. PETTIGREW	931
1890	3m.Sch	JESSE C. WOODHULL	602

1890	Bktn.	KREMLIN	786
1891	4m.Sch	ELEAZER W. CLARK	934
1891	3m.Sch	JOHN B. COYLE	685
1891	4m.Sch	THREE MARYS	1151
1894	4m.Sch	CLARA E. RANDALL	950
1895	Barge	FOREST BELLE (4m.)	1333
1896	Barge	JERSEY BELLE (4m.)	1335
1898	Barge	KENTUCKY (4m.)	1575
1898	Barge	WEST VIRGINIA (4m.)	1564
1898	Barge	VIRGINIA (4m.)	1548
1899	Barge	NEW YORK (4m.)	1688
1900	4m.Sch	MARIE PALMER	1904
1900	4m.Sch	MAUDE PALMER	1745
1902	4m.Sch	CITY OF GEORGETOWN	599

We left out of her proper position in the above list the ship RICHARD P. BUCK, 1567 tons, built in 1882; even so, the list totals only 98 vessels. The CITY OF GEORGETOWN was stated to have been Rogers' 100th hull, so we have missed two somewhere.

The elder Rogers died on 3 Dec.1864, and William Rogers continued the business alone, becoming more and more a contract builder. About 1870 he acquired the former Reed yard at the South End of Bath, but after a couple of seasons there bought the old Trufant & Drummond yard, which after he retired in 1902 was incorporated into the Kelley-Spear shipyard to the south.

Mr. Rogers served in the Bath city council, in the Maine House of Representatives in 1876, 1877, and 1884, and in the Maine Senate in 1878 and 1879. Still hale and hearty at the age of 83, at the time of the celebration of the 300th anniversary of Maine shipbuilding in 1907 he prepared an interesting description of early Maine shipbuilding, which was published in the "Nautical Gazette" of 8 August 1907 and reprinted in the "Nautical Research Journal" of February 1951. It made an interesting contrast with a statement by Samuel R. Percy of Percy & Small, which described some of the methods then in use.

Mr. Rogers left Bath for a time in the period 1869-1872 to engage in some business venture in the West, but met with severe financial reverses and returned to his native city. The AJAX, which started him back on the road to prosperity, was built in 1873 in the yard of Deering & Donnell with Rogers supervising her construction for H. I. Huck of Indianola, Texas.

VI. DEERING & DONNELL

This firm was established in 1866 and dissolved 20 years later, both principals continuing as builders separately for many years more.

Gardiner G. Deering was born in 1833 in Edgecomb, Me., the son of a ship carpenter named David Deering. The younger Deering came to Bath at about 14 years of age and learned his father's trade in the yard of Henry & Rufus Hitchcock. Some years later, Henry Hitchcock's daughter Clara married a ship joiner named William T. Donnell, and in 1866 the firm of Deering & Donnell was formed to operate the former Hitchcock yard.

A native of Bath, born 20 Sept.1837, Donnell was the son of Benjamin Donnell, who was master joiner for Richard Morse & Sons, William Rogers, and Curtis, Cox & Arnold. The new firm specialized in fishing craft and small coasters. Here is their list:

1866	Sch	HATTIE J. HAMBLIN	32
1866	Sch	R. B. GANGLOFF	9
1867	Sch	LIZZIE D. SAUNDERS	43
1867	Sch	WILLIAM WALWORTH	44
1867	Sch	GLENWOOD	62
1868	Sch	SEA QUEEN	61
1868	Sch	JOSEPHINE	38
1869	Sch	J. H. ORNE	67
1869	Sch	OCEAN BELLE	67
1869	Sch	WHITE EAGLE	70
1870	Sch	OCEANUS	47
1870	Sch	DAUNTLESS	69
1871	Sch	E. L. ROWE	68
1871	Sch	WM. H. FOYE	70
1872	Sch	MARY O'DELL	48
1872	3m.Sch	WALTER B. CHESTER	420
1873	3m.Sch	AJAX	319
1873	3m.Sch	GEORGIE SHEPARD	585
1874	Sch	UNCLE JOE	63
1874	3m.Sch	WILLIS S. SHEPARD	475
1875	Sch	MARTHA C.	79
1875	Sch	HENRY FRIEND	67
1875	Sch	HERBERT M. ROGERS	77
1875	Sch	GEORGE A. UPTON	56
1875	Sch	LIZZIE	72
1876	Sch	ALICE	89
1876	Sch	WINIFRED J. KING	63
1876	Sch	GATHERER	95
1876	Sch	NIMBUS	60
1877	Sch	WILLIE M. STEVENS	80
1877	Sch	GOLDEN HIND	74
1877	Sch	MARION	82
1879	Sch	SARAH M. JACOBS	80
1879	Sch	REUBEN S. HUNT	182
1880	Sch	HORACE ALBERT	68

1880	Sch	FRANK C. PETTIS	30
1880	3m.Sch	ELECTRIC LIGHT *	564
1881	Sch	JAMES A. GARFIELD	73
1881	Sch	ETHEL	71
1881	3m.Sch	DAVID W. HUNT	348
1881	3m.Sch	E. H. CORNELL	355
1882	3m.Sch	CHARLES H. HASKELL*	476
1882	3m.Sch	ALICE MONTGOMERY	732
1882	Sch	MATTHEW KEANY	69
1882	Sch	MAUD M. STORY	75
1882	3m.Sch	WILLIAM C. GREENE	367
1882	Sch	ELIZA R.	71
1882	Sch	CARRIE E. LANE	72
1882	3m.Sch	LIZZIE B. MORSE	333
1883	Sch	MAUD S.	79
1883	3m.Sch	WILLIAM T. DONNELL *	538
1883	Sch	VESTA	79
1883	Sch	EMMA	81
1883	Sch	SOLITAIRE	90
1883	Sloop	SAMOSET	51
1883	Sch	JAMES DYER	85
1883	3m.Sch	JOSIAH R. SMITH *	704
1884	3m.Sch	OLIVER S. BARRETT *	635
1884	Sch	LAURA BALL	82
1884	3m.Sch	GARDINER G. DEERING*	717
1884	Sch	LUCY W. DYER	82
1885	Sch	HENRY MORGENTHAU	90
1885	Sch	CHRISTINA ELLSWORTH	97
1885	Sch	MELISSA D. ROBBINS	90
1885	Sch	ELIZA A. THOMAS	92
1885	Sch	MABEL KENNISTON	82
1885	Sch	GROVER CLEVELAND	92
1886	Sch	JAMES G. WHITTIER	104
1886	Sch	CARLETON BELL	139
1886	3m.Sch	SAMUEL DILLAWAY *	739

The seven schooners starred in the above list were built to be managed by Deering & Donnell. The partners' names appear often as first owners of their other vessels, as they not uncommonly built on speculation, and many of their other contracts called for delivery to a Cape Ann fishing port. In such cases, one or the other was often listed as master and personally navigated the new vessel across the Gulf of Maine.

The LIZZIE gave rise to what was often jokingly referred to as "Lizzie Law" at Gloucester, in recognition of an incident that resulted from the owners' falling behind in payments on his notes. The partners libelled her at Gloucester, but, failing to reach a satisfactory settlement, had the LIZZIE towed out by moonlight by a tug and taken to their wharf on the Kennebec, where a satisfactory adjustment was soon forthcoming.

When the partnership was dissolved, Donnell retained management of the ELECTRIC LIGHT, SAMUEL DILLAWAY, JOSIAH R. SMITH, and CHARLES H. HASKELL, while Deering kept WILLIAM T. DONNELL, OLIVER S. BARRETT, and GARDINER G. DEERING. Each partner then continued to build schooners for his own account. Donnell in the old yard built:

1887	4m.Sch	KATIE J. BARRETT*	963
1888	4m.Sch	GEO. A. McFADDEN*	1070
1889	4m.Sch	CLARA A. DONNELL*	1177
1891	4m.Sch	GEORGE P. DAVENPORT*	1461
1891	4m.Sch	INDEPENDENT*	1157
1892	4m.Sch	MARY E.H.G.DOW*(I)	1198
1894	4m.Sch	MARY E.H.G.DOW*(II)	1264
1896	4m.Sch	ALICE M. COLBURN*	1603
1901	Stmr.	HOCKOMOCK*	153

The HOCKOMOCK was a ferry.

G.G.Deering first leased the Houghton Bros.' yard at the foot of South Street and built six vessels. From 1890 to 1899 he occupied a yard later part of the Hyde Windlass Co., and built eight schooners. Selling that site to the windlass company, he then bought the Chapman & Flint yard, where John McDonald and before him Curtis, Cox & Arnold had built. About 1905 the business was incorporated as the G.G.Deering Co., with Deering's sons Carroll and Harry as part owners. Their list:

1887	3m.Sch	JOHN C. HAYNES*	757
1888	Sch	REUB. L. RICHARDSON	97
1888	Sch	ELLEN LINCOLN	97
1888	3m.Sch	HORATIO L. BAKER*	828
1889	4m.Sch	LYDIA M. DEERING*	1225
1889	4m.Sch	JOHN S. AMES	963
1890	4m.Sch	WILLIAM C. TANNER*	1033
1891	4m.Sch	WESLEY M. OLER	1061
1891	3m.Sch	JOHN S. DEERING*	478
1892	4m.Sch	EDWIN R. HUNT*	1132
1893	4m.Sch	DAVID P. DAVIS*	1231
1895	4m.Sch	LEWIS H. GOWARD*	1191
1896	4m.Sch	EDWARD E. BRIRY*	1613
1899	5m.Sch	HENRY O. BARRETT*	1807
1901	4m.Sch	MALCOLM B. SEAVEY*	1247
1901	5m.Sch	MARY F. BARRETT*	1883
1902	3m.Sch	FAIRFIELD	564
1903	5m.Sch	GARDINER G. DEERING*	1982
1904	5m.Sch	DOROTHY B.BARRETT*	2088
1906	4m.Sch	ELISHA ATKINS*	1259
1908	4m.Sch	WILLIAM R. WILSON*	1385
1909	4m.Sch	MARY L. BAXTER*	1036
1911	4m.Sch	LYDIA McLELLAN BAXTER*	1352
1911	4m.Sch	MONTROSE W. HOUCK*	1104
1913	5m.Sch	COURTNEY C. HOUCK*	1627
1916	5m.Sch	JEROME JONES*	1891
1917	4m.Sch	MAUDE M. MOREY*	1364
1918	4m.Sch	HARRY G. DEERING*	1342
1919	5m.Sch	CARROLL A. DEERING*	2114

(continued on page 116)

BOOK REVIEWS

CLARKE, Robert, "Open boat whaling in the Azores. The history and present methods of a relic industry." Discovery Reports, vol.26, pp.281-354, pl.13-18. Cambridge University Press, 1954. Price 21s, paper.

The Azores, being oceanic islands, are well situated for the pursuit of the sperm whale, which avoids continental shelves. For something like a century the Azoreans have sought the cachalot from their shores, using the methods learned from New Bedford, and their catch is now a respectable tenth of the present world production of sperm oil.

The boats used are 6-oared and lack centerboards; otherwise they and their gear are traditional, except that two-way radio telephones are now used for communication with the lookouts ashore. Recently this type of whaling has spread to Madeira also.

Mr. Clarke has approached his subject from all possible angles, giving a glossary of whaling terms (mostly borrowed direct from America) and a two-page bibliography, which includes many classic American references.

ROBERTSON, R.B., "Of whales and men." xii, 300 pp., 27 ill. New York, Alfred A. Knopf, 1954. Price $4.50.

This is the book version of "And then there was whale," which we reviewed in April LOG CHIPS. The author, who apparently spent the last couple of years in the United States working on his book, tells us all his characters are fictitious and merely "types," but they are so well-drawn it appears he is merely respecting the libel laws. He has some hard things to say of the exploitation of the whalemen by the whaling companies; but as the whalers nowadays are free agents and are no longer shanghaied, and as the expedition was the joint venture of Britain and Norway, two of the most labor-minded countries in the world, he is not always convincing.

Villiers and Hodgson have written about early whaling voyages to the Antarctic, but, except for McCracken's "Four months on a Jap whaler," this is the first good account of a voyage in a modern factory ship. Dr. Robertson turns his psychiatric eye at the whalers and decides they are mostly psycopaths (the same might be said of all who go to sea on long voyages), and except for calling all whale products "protein" and assuring us that gyro-compasses are accurate to 1/1000 of a minute, he is generally accurate as well as entertaining.

SCHULZ, Günther T., "Unter Segeln rund Kap Hoorn," 254 pp., ill. Hans Dulk, Hamburg, 1954. Price DM 28 (say, $6.75).

This handsome book, which we reviewed in January, has been reissued in a trilingual edition (English, German, Danish), with 14 additional pages of text and the same 114 plates.

CORTEMUNDE, J.P., "Dagbog fra en Ostindiefart 1672-75," edited by Henning Henningsen. 231 pp., index. Handels- og Søfartsmusem på Kronborg Søhistoriske Skrifter V, 1953. Price (paper-bound) about $1.50.

There is little in print about Danish 17th Century India voyages, in contrast to the rich English and Dutch literature on the subject. This book helps make up for the lack by printing a log found among the MSS in the Royal Library of Denmark. It has been translated into modern Danish and is illustrated with maps and a series of interesting pen drawings inserted in the original journal.

CLOWES, G.S.Laird, "Sailing ships, their history & development, as illustrated by the collection of ship-models in the Science Museum." Part I. Historical notes. 115 pp., 38 pl., 11 ill., index. Fourth edition, H.M.Stationery Office 1932 (reprinted 1951). Price (paper) 5s (70¢).

This is a standard manual on the subject, and has an excellent series of illustrations. The late G.S.Laird Clowes was a noted authority on the older sailing ships, although he had a few peculiar notions not generally accepted. When dealing with more recent craft, however, he often went sadly astray, as in calling the GREAT REPUBLIC of 1853 a four-masted ship and crediting her with the first double topsails.

NAISH, G.P.B., "Royal yachts," 15 pp., 16 pl. London: H.M.Stationery Office, 1953. Price 2s (28¢).

The recent commissioning of a new Royal Yacht inspired the compilation of this interesting little pamphlet, which in a series of excellent illustrations shows the development of the Royal Yachts of England up to the VICTORIA & ALBERT of 1899. The text tells of some of the early yachts and lists plans now in the National Maritime Museum.

GREAT BRITAIN, ADMIRALTY, "A Seaman's Pocketbook," vii, 136 pp; 73 figs; index. H.M.Stationery Office, London, 1952. Price 3s 6d or 50¢.

This little book has been prepared by the Director of Naval Training for the instruction of recruits in deck seamanship. It replaces a manual prepared in 1943, and makes an interesting comparison with the "Bluejackets' Manual," which serves the corresponding purpose in the United States' service.

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STATE STREET TRUST COMPANY, "Ship figureheads and other wood carving art in our nautical collection," 42 pp; ill. Boston, State Street Trust Co. n.d.

Divided among the Main Office at State and Congress Streets, the Trust Office on Federal Street, the Massachusetts Avenue Office, and the Copley Square Office, the State Street Trust Company boasts a considerable collection of museum material. The Trust Office specializes in aeronautical material, and the other three are maritime in character.

This booklet describes and illustrates the carved work in the three maritime offices. Unfortunately, much of the material is identified only vaguely; and some has no pedigree at all. A figure alleged to have been "Abraham Lincoln" is almost certainly incorrectly identified; and in view of the countless alternate possibilities it would be interesting to know how the "George Washington" has been associated with the privateer of that name of 1780.

The illustrations alone, however, many of which are in color, make this a useful booklet and a handy guide to the visitor to Boston.

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BRØGGER, A.W., and HAAKON SHETELIG, "The Viking Ships; their ancestry and evolution," 250 pp; ill; index. Dreyers Forlag, Oslo, 1953. Price NKr 30.60 ($4.30)

We reviewed the Norwegian-language edition of this book in LOG CHIPS for July 1952. This English translation, by Katherine John, appeared in a limited edition in 1951, and is now presented in a slick-paper trade edition, with many more illustrations, some in color. The text has been slightly abridged with respect to material of purely local, Norwegian interest.

The book now has an index, but there is still no bibliography. As the joint production of Norway's two professors of archaeology, it will undoubtedly be the last word on the subject until new ship finds are unearthed.

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UNITED STATES NAVAL ACADEMY MUSEUM, "Catalogue of the Henry Huddleston Rogers collection of ship models, United States Naval Academy Museum," xv, 117 pp; ill. U.S. Naval Institute, Annapolis, Md. $1.50.

Col.H.H.Rogers, son of a Standard Oil millionaire from the old whaling port of Fairhaven, Mass., became interested in model ships in the period just after World War I. A decorator had prescribed a model as suitable for a niche in a recreation room; when someone criticized the Colonel's first choice as being inaccurate, he sent abroad for the finest examples money could buy. In 1922 he acquired the Sergison collection of 15 fine dockyard models of the period 1690-1720, an act which aroused considerable indignation in Britain. Since these models had originally been public property, and had merely been taken home by Sergison as Clerk of the Acts, there had been two centuries to get them back into public trust.

With these as nucleus, Rogers acquired a total of 107 models, which, unfortunately he was unwilling to leave in the condition in which he acquired them. He hired first Henry B.Culver and later Frederick Avery to "restore" them, this restoration usually consisting of adding as much gilded carved work as places could be found for. In 1935, Col.Rogers bequeathed his collection to the Naval Academy Museum, where it competes for space with the Academy Alumni Association. Some rigged models were stowed alongside the swimming pool, where humidity changes took heavy toll of the spars and rigging.

In June 1951, Mr.Avery, who accompanied the models to Annapolis and is now assistant to the Director of the Museum, was sent to England to search for identifications of some of the older models. This catalog, largely his work, gives photographs of most of the models, and descriptions, dimensions and scales of all. For relatively few are any history given. It would be good, for example, to know the background of a rigged model of the clipper GREAT REPUBLIC under Forbes' rig.

The collection has three or four contract half-models of British steamships around 1890, but practically nothing from the last period of sail.

LUBBOCK, A.Basil, "Round the Horn before the mast."

This book was first published in November 1902 by J.Murray, London, and it has enjoyed moderate success, with a third edition in 1907, a cheaper edition in 1911, and reprints in 1915, 1916, and 1928. An American edition, from the British sheets, was brought out by Dutton of New York in 1902, with others in 1903 and 1928. The earlier editions, at least, are illustrated with 11 photos, two reproductions of paintings by the author, a chart of the voyage, and a diagram showing the clinching of the crossjack leechline.

The voyage described was made around the Horn eastward from San Francisco to Liverpool in the four-masted bark ROSS-SHIRE, which is slightly disguised in the book under the name ROYALSHIRE, in the latter half of 1899. As a record of daily life in a large steel British square-rigger in the last days of the 19th Century, the book fills an almost unique place in maritime literature, but its significance is much greater as the first published work of a man who later became the leading historian of the sailing ship.

Alfred Basil Lubbock was born in September 1876, the son of Alfred Lubbock, who was a member of the great English family that successfully combined talents in banking and in science. Alfred Lubbock was the seventh son of Sir John Lubbock and a brother of the first Lord Avebury. Basil Lubbock was educated at Eton, where he was on the cricket eleven in 1894 and 1895, and in 1897 he came to Canada. Joining in the gold rush, he went over the Chilkoot Pass to the Klondyke, and after a few months he found himself in San Francisco.

Although he does not mention it, Lubbock must have come across Stevenson's "By way of Cape Horn"(he includes several items from it in his book, including a reference to the stunsails on the "Judas Dowes") and it appears that he decided that although he had made no fortune in the Klondyke, he could return home as the author of a book about a voyage in a sailing ship and thus have something to show for his time abroad.

Accordingly, on 12 July 1899 he signed on the ROSS-SHIRE as an ordinary seaman at two pounds a month, living in the halfdeck with the apprentices. The voyage was made in 123 days without any outstanding incidents, although the author manages to fill 375 pages. The first news of the Boer War was received from the Queenstown pilot, and Lubbock promptly obtained a commission in Menne's Scouts and was off to South Africa. The book was published after he returned, by which time the ROSS-SHIRE, which was built in 1891, had been lost by fire off the west coast of South America, on 24 Dec. 1900. Her deck-, sail-, and sheer-plans are in Vol.2 of "Last of the windjammers."

Many authors of books of this nature are never heard from again, but Lubbock, as already indicated, was an outstanding exception. He first tried his hand at nautical fiction, producing "Jack Derringer, a tale of deep water," the American edition of which was brought out by Dutton in 1906, and "Deep sea warriors," with four illustrations by the author, published in America by Dodd, Mead in 1910; both books are virtually unknown today.

A happier idea was to collect information on the almost-forgotten sailing ships of an earlier generation, and this led to the production of "The China clippers" in 1914 and to an association with Brown & Son of Glasgow, publishers of "Brown's Nautical Almanac"and the "Nautical Magazine," who published "China clippers" and all of Lubbock's later works on similar lines. Simultaneously, Lauriat in Boston issued American editions from the British sheets. Although "China clippers" suffers from the same faults as Lubbock's later books -- a lack of proper documentation of facts, or of sufficient comprehension of naval architecture or the economics of ship operation -- and it appeared on the eve of World War I, it was an immediate success, with two printings in its first year and 7 editions by 1929.

Lubbock's researches were interrupted by soldiering in France and India during World War I, in which he attained the rank of Captain, but in 1921 his second work, "The Colonial clippers," appeared. This described the early vessels that traded from Britain to Australia and New Zealand, and was followed in 1922 by "The Blackwall frigates," an account of the London-owned sailing vessels that succeeded the East India Company ships in trade to India and Australia. Next appeared "The log of the CUTTY SARK," in 1924, a full biography of the noted tea and wool clipper. "The Western Ocean packets," an account of the American transatlantic sailing packets, followed in 1925.

Brown & Son became Brown, Son & Ferguson in 1927, and in that year they published the first volume of "The last of the wind-

jammers," a tremendous work originally projected to cover all sailing vessels built since the year of opening the Suez Canal, 1869. The second volume appeared in 1929, but the two had managed to cover only British-built vessels, and not all categories of those. Lauriat issued sets with the two volumes bound in four parts, though they contain only 518 and 443 pages.

The first overflow chapter from "Last of the windjammers" came out in 1929 as "The Downeasters," grown into a whole book on American square-rigged sailing vessels. "The nitrate clippers" in 1932 only covered the German Laeisz fleet and the French Bordes fleet, although there were several other German firms in the business. "The opium clippers," in 1933 returned to a subject briefly touched on in "China clippers" and recounted at length the details of the British trade in opium from India to China and the wars that resulted from Chinese efforts to block the trade.

"Coolie ships and oil sailers" in 1935 covered the Nourse and Sandbach, Tinne fleets that carried indentured laborers from India to British Guiana and Fiji and the Anglo-American Oil Co.'s big case-oil carriers. "The Arctic whalers" in 1937 covered the Dundee, Peterhead, and Hull Greenlandmen; this was the only volume in the Brown series not also published by Lauriat.

A digression from ship histories was "Bully Hayes, South Sea pirate," a biography of the semi-legendary blackbirder and ruffian, published in 1931 by M.Hopkinson of London and by Lauriat. Lubbock joined the craze for expensive books on nautical subjects that flourished in the early '20's by writing "Adventures by sea from art of old time," which was edited by Geoffrey Holme and had a preface by John Masefield. It had 40 pages of text and 115 plates reproducing nautical scenes of the past, and was published in an edition of 1750 copies by The Studio, London, and Boni in 1925.

Somewhat similar was "Sail: the romance of the clipper ships," for which Lubbock prepared ship biographies to go with color reproductions of Spurling's gaudy ship portraits. Three volumes of this in all were produced; the first in 1927 and the second in 1929 had text by Lubbock, the third, in 1936 was by Alexander Campbell. All three were published by Blue Peter, which brought out an abridged version in 1938 under the title "The romance of the clipper ships." There was an American edition of this by Macmillan in 1939, while a second edition in 1948 and 1949 was published in London by H.Locke, New York by Macmillan, and Toronto by Clarke, Irwin.

The last book that Lubbock was concerned with was "Barlow's Journal," a transcription of a 17th Century MS account of a seafaring life. It was published in 1934 in two volumes by Hurst & Blackett, in both a trade edition and a limited edition; there was also a cheaper edition in 1937.

Lubbock's productivity ended with the "Arctic whalers," and he died in September 1944 having been virtually crippled for some time with arthritis. Although more scholarly works, like "Square-riggers on schedule" and "The tea clippers" have been issued covering certain aspects of the studies he pioneered, his works, in spite of the faults already mentioned, convey to the reader an enthusiasm for the sailing ship hardly matched by any other writer.

Brown, Son & Ferguson have kept most of the Lubbock titles in print, with new editions since World War II, so that the major portion of his work is still readily available. The books are seldom seen in second-hand bookstores, which fact tends to prove that readers hold on to them.

DEERING & DONNELL, continued from p.112

Gardiner G.Deering died 24 October 1921 The G.G.Deering Co.remained in business until about 1930, the last of its schooners, the GARDINER G.DEERING,being burned at Brroksville, Me., on 4 July 1930.

Mr. Deering was the originator of the Maine method of building without hanging knees. The Southern oak used for knees after 1890 rotted quickly, particularly the root arm, and was a source of early weakness. Deering replaced the knees with a heavy strake of hard pine under the beams. This construction, which can be readily understood by comparing Pl.58 in Underhill's "Deep Water Sail" with Pl.84 (bark EMILY F. WHITNEY of 1880 vs schooner MARY H.DIEBOLD of 1920) was first used in 1899 in the HENRY O. BARRETT.

Deering was also the first builder to use square-ended ceiling plank. He followed the reasoning here of H.M.Bean of Camden, who advocated square-ended keelson timbers without scarphs. The idea in both cases is that the scarphs in a long hull weaken the hull by reducing the effective length of each stick and hence requiring more butts, and that square-ended construction with longer timbers is therefore stronger; it certainly is cheaper.

MORE ON BOOKS OF SPECIFICATIONS

Our story on this subject in April LOG CHIPS brought further information from two readers. Mr. J. Frederick Douty, naval architect of Baltimore, sends word on the following six books in his library:

"Specifications for a steel fire boat for the Fire Department of the City of Baltimore, March 1910." This was printed by Unz & Co., N.Y., and has 79 leaves, including information for bidders, the contract, an index, and the specifications. Pumps, machinery, equipment, outfit, and detailed scantlings are specified. The bid form in this copy has been signed by Harry G. Skinner, President and Treasurer of the Skinner SB & DD Co.of Baltimore, proposing to build the vessel for $110,000. The bid apparently was accepted, and the vessel was built by Skinner as the DELUGE, Hull No.45, in 1911.

"Specifications for two passenger and freight steamers to be built by the Maryland Steel Company, Sparrows Point, Maryland, for Chesapeake Steamship Co., Baltimore, Maryland, 1912." Chas.H.Martin & Co. of Baltimore printed this, which has 63 leaves. There are corrections in pencil and some on typed slips pasted in. The vessels are identified as "York River Steamers No.134 and No.135," and were named CITY OF ANNAPOLIS and CITY OF RICHMOND respectively. The latter still runs on the Old Bay Line Baltimore-Norfolk route. Some details were specified to be "same as on CITY OF BALTIMORE."

Next is the specification for a standard 3500-ton wooden steamer: "Yellow pine ship. Specifications for the construction of a standard wood steamship, hull only, for the United States Shipping Board Emergency Fleet Corporation, May 1917." Theodore E. Ferris, Naval Architect and Engineer, 30 Church Street, New York, N.Y., is listed as author of the specs, which occupy 62 leaves, with 4 pp of addenda and 3 of amendments pasted in, and were printed by the Government Printing Office.

In the same year comes a book from the press of Kohn & Pollock of Baltimore: "Specifications for hull of a wooden tug boat to be built by Bethlehem Steel Company (Maryland Shipbuilding Plant), Sparrows Point, Maryland, for Bethlehem Steel Company, 1917. Yard Number 171." This book has 53 leaves, and, despite the title, includes the machinery specs. Coal burning is changed to "oil" in pencil. This was the 133-ft tug PROGRESS.

Next, "Specifications for steel paddle wheel steamer ALEXANDER HAMILTON to be built by Bethlehem Shipbuilding Corporation, Ltd., Sparrows Point Plant, Sparrows Point, Md., for Hudson River Day Line. Contract dated December 28, 1922. Builder's Hull No. 4217. J.W.Millard & Bro., Naval Architects, New York City." There are xxi pp.of index followed by 188 leaves. The steamer was to be "equal in every respect to the ROBERT FULTON" and general design of machinery to be "like that of the WASHINGTON IRVING."

The sixth book on Mr.Douty's shelf covers the next hulls from the same yard: "Hull Nos. 4218-4219. Builders, Bethlehem Shipbuilding Corporation, Ltd., Sparrows Point Plant. Specifications for the construction of two passenger steamers for the Eastern Steamship Lines, Inc. (Boston and New York Service). Office of Mr. Calvin Austin, President, India Wharf, Boston, Massachusetts. Theodore E. Ferris, Naval Architect and Marine Engineer, 30 Church Street, New York City, N.Y." This has xxix pp.of index, followed by 385 pp.(no blank sides) of details of furnishings, outfit, and spares. The vessels were the BOSTON and NEW YORK, built in 1924.

From San Francisco, Director Karl Kortum of the S.F.Maritime Museum, sends us "Specification for building a steel double end ferry boat for The Southern Pacific Company," published at San Francisco in January 1907. It has 87 leaves of specs, the index going through 98. This is an exceedingly interesting item in the history of the Bay ferries, as the vessel was never built. However, through the existence of this volume we have a detailed picture of what the S.P.considered to be an up-to-date vessel in 1907. She was to be 281'4" long over guards, 44' beam molded and 64' over guards, and 21' in molded depth. The main deck was to have team gangways, indicating that she was intended for the Oakland Creek run. The saloon was to be finished like that of the BERKELEY, while restaurant and kitchen fittings were to be like NEWARK's.

The power plant was to be two three-cylinder compounds, 25"-37½"-37½"x 30" stroke, on a continuous shaft (which was to pass through a tube through the fuel oil tank) with single propeller at each end. But apparently no shipyard would quote a price satisfactory to the S.P., so the line established its own shipyard at Oakland and built the wooden side-wheeler MELROSE in 1908 for the Creek Route.

SAILING SHIP NEWS

ADVENTURE, aux sch. Last New England dory trawler, built Essex, Mass., 1926, Will become dude sailer out of Rockland, replacing MAGGIE, now on bottom of Lermond's Cove.

ATLANTIC, aux.3m.sch.yacht. Not scrapped as before reported, but to become tourist trap at Wildwood, N.J.

BOWDOIN, aux.sch. 26 June left Boothbay Harbor for Labrador. Donald B.McMillan, 79, her owner-master on his 30th Arctic voyage was commissioned Rear Admiral U. S.N.R.by special Act of Congress a few hours before. His wife is also along.

CONSTITUTION, U.S.frigate. Received new 64', 6½-ton bowsprit at Boston in early June. All her lower rigging has been renewed or restored.

CHARLES R. WILSON, 3m.sch. Bought in May by Ernie Mahood and beached near his logging camp near Stillwater, 15 mi S of Powell R., B.C., with ss CAPILANO.

DANMARK, Dan.aux.tr.ship. 25 March arr. Copenhagen, from Bermuda 13 Feb.

DAR POMORZA, Pol.aux.tr.ship. 28 June passed Dover, bound out from Baltic.

EAGLE, USCG aux.tr.bk. 31 May left New London in company USCGC ROCKAWAY, for cruise to Santander, Amsterdam, and Copenhagen.

ESMERELDA, Chil.aux.tr.4m.T/S sch. 19 July arr New Orleans from Cadiz 16 June via Canaries 22 June. Bound to Valparaiso via Balboa.

HISPANIOLA, Br.aux.3m.sch. Built 1877 as RYELANDS; used to film "Treasure Island;" 1950 bought by Corporation of Scarborough for £6500. Has been resold to a movie firm, will be refitted 1843 style at Hull; and will be used to film "Moby Dick" south of Ireland.

JUAN SEBASTIAN DE ELCANO, Span.aux.tr.4m. T/S sch. Current cruise began at Cadiz 20 Oct.1953, then S.Vicente CVI, Santos, Buenos Aires, Cape Town, St.Helena, Pernambuco, La Guayra, Havana, 8-13 May Savannah, 30 May-6 Jun.Boston, Marin 12 July.

JOAN G., Can.m/v. Built San Francisco in 1882 as sch MAID OF ORLEANS. 1928 aux OLD MAID II of Hudson Bay Co. 1936 was ashore in Arctic; refitted as Gibson Bros m/v JOAN G. Bought lying at Moodyville, B.C., in June by Capt.Wm.Dolmage. Will be dismantled and hull made either a barge or a breakwater.

MAGGIE, sch. See ADVENTURE above.

MAIPO and TELLUS are for sale in Peru.

MERCATOR, Belg.aux.tr.bkn. 24 Apr.left Antwerp for Madeira; 25 May arr.Fort de France; left 2 June; aground 3 June. 16 June arr. Philadelphia; 21st for Boston.

NACIFIC QUEEN, ship. 12 July towed off Sausalito mudflats by SEA DEVIL, DARING, and CROWLEY No.20; drydocked at Bethlehem Pacific; surveyed sound; 19 July bought for $25,000 by San Francisco Maritime Museum Assn.; to be refitted as BALCLUTHA and displayed at Pier 43, San Francisco.

PAMIR, Ger.aux.4m.bk. Sold at auction for DM310,000 ($74,000) to the Schleswig-Holstein State Bank, Schliewen's main creditor, at Hamburg 2 April.

PASSAT, Ger.aux.4m.bk. Was due to be auction at Lübeck on 24 April.

PIETER ALBERT KOERTS, Dutch aux.bk. Ex SEUTE DEERN. 19 April left Hamburg for Delfzyl. A gift of a former resident of that town now in USA, as a youth hostel.

SEINE, Fr.bk. Built 1899 and lost at Perranporth, Eng., in 1900. Remains of wreck blasted apart in May to allow a cable to be run ashore there.

STATSRAAD LEHMKUHL, Nor.aux.tr.ship. 16 June left Bergen for Baltimore.

VEMA, Hond.aux.3m.sch. Arr.New York 4 June from geophysical exploration cruise of Gulf and Caribbean that began 8 Jan.

VICTORY CHIMES, 3m.sch. Ex EDWIN & MAUD. Bought by Capt.Frederick B.Gould of Castine, Me.; refitted at Humphrey's Shipyard, Weems, Va.; 27 June in distress off Cape May with loss of mainsail; USCG GENTIAN towed for a time; finally arr.Rockland, Me., 5 July; was booked for a dude cruise to start that day.

(Our thanks for items to R.B.Applebee, R.H. Burgess, E.D.Collins, W.J.Gilman, R.H.I. Goddard, Thos.Hornsby, Harold Huycke, Gordon Jones, Jürgen Meyer, J.S.McCullough, J.W.D. Powell, and Giles Tod. Keep it up.)

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NEWS AND NOTES

NAVY RELICS-- After extensive hearings, Congress agreed to maintain the CONSTITUTION (whose condition is reported above), to turn over the CONSTELLATION to Baltimore and the HARTFORD to Mobile, authorizing the Navy to patch them up sufficiently to make delivery, and to permit the Secretary of the Navy to dispose of the OLYMPIA and OREGON if no group comes forward within one year to take them over. Since it would cost $4 million to restore the OLYMPIA and get her to Olympia, Wash., and $51,000 annually to maintain her, there is little hope in Olympia of being able to save her.

FOUR-MASTED SCHOONERS BUILT IN DENMARK, COMPILED BY J.MALLING

			1913			
MORTEN JENSEN	Aux	Stl	372 Frederikshavn	F'havn SV & FD	1916	Norweg TYHOLM; rn KOMET rn TYHOLM rn NIOBE rn SCHWALBE rn NIOBE; capsized 1932.
			1914			
PHØNIX	Aux	Stl	357 Svendborg	J.Ring Andersen	1918	HAUKUR; 1927 Portuguese ANFITRITE I°.
SAMSØ	Aux	Stl	387 Frederikshavn	F'havn SV & FD	1916	ABDON; 1918 German prize
			1915			
HJALMAR SØRENSEN	Aux	Stl	555 Aalborg	P. Stuhr	1916	RASK; rn ALTAIR
NIELS HANSEN		Stl	373 Svendborg	J.Ring Andersen	1916	INGEBORG. Lost'26.
			1916			
ALFA	Aux	Stl	374 Marstal	H.C.Christensen	1935	sold to Italy.
HENRIETTE		Wd	308 Svendborg	J.Ring Andersen		Missing 1920.
RUTH	Aux	Stl	385 Svendborg	J. Ring Andersen	1921	ASTA; 1930 TINA.
			1917			
DRAGØR	Aux	Stl	384 Svendborg	S'borg SV & MF		Lost 1920.
DROGDEN	Aux	Stl	381 Svendborg	S'borg SV & MF	1929	NINA POTESTA.
ELSE		Wd	342 Nakskov	R. Rasmussen	1923	Estonian MIGALA; rn APOLLO; 1927 Chil.NATIVIDAD; 1929 JIRENA; rn APOLLO; 1939 HERMA, Finnish; lost 1941.
OLGA		Wd	316 Svendborg	J. Ring Andersen	1930	Norwegian.
POLARSTJERNE	Aux	Wd	342 Svendborg	Øxenbjerg SV	1927	Estonian; lost'33.
YRSA		Wd	324 Svendborg	Øxenbjerg SV	1917	LYNAES; missing'23.
			1918			
ANNELISE	Aux	Wd	346 Nakskov	Nakskov SV	1923	LISA; lost 1941.
DRONNING THYRA	Aux	Wd	467 Faxe	J. Koefoed		Submarined 1918.
FYLLA		Wd	324 Svendborg	J.Ring Andersen		Missing 1920.
KAI HVILSOM		Wd	340 Svendborg	Øxenbjerg SV	1926	Estonian.
			1919			
DANA	Aux	Wd	362 Nakskov	Nakskov SV	1924	Swedish CARINA; 1934 Italian GIUSEPPINA V.
DRONNING AGNES	Aux	Wd	354 Korsør	Korsør SV	1924	Fr.BASSILOUR.
DRONNING DAGMAR	Aux	Wd	415 Faxe	J. Koefoed		Lost 1926.
GERDA		Wd	299 Frederiksund	F'sund SV		Lost 1945.
GULDSTRAALEN	Aux	Wd	407 Aarhus	Aarhus SV		Lost 1919 by fire.
KNUTHENBORG	Aux	Wd	341 Bandholm	Bandholm SV	1923	Norweg.LILLA.
KONGEDYBET	Aux	Stl	389 Svendborg	S'borg SV & MF		Lost 1933.
LUDVIG THEISEN	Aux	Wd	355 Nakskov	Nakskov SV	1923	Est.INGEBORG.
MARGOT	Aux	Stl	391 Svendborg	S'borg SV & MF	1926	MARGARET W. of NZ
MOGENS KOCK	Aux	Stl	372 Svendborg	S'borg SV & MF		Lost 1929.
NYKØBING	Aux	Wd	266 Nykøbing M.	Morsø SV	1925	Swed. ELNA.
POLSTJERNAN	Aux	Wd	332 Korsør	Korsør SV		Finnish.
POUL	Aux	Stl	287 Svendborg	S'borg SV & MB		Lost 1922.
RUTH		Wd	321 Thurø	T.Ph.Jørgensen		Lost 1945.
RØSEN	Aux	Wd	382 Køge	A/S Codanvaerft	1923	MENTOR; '36 HEIMI.
SIGRID		Wd	361 Svendborg	Øxenbjerg SV	1921	SVANEN; lost 1933.
SVANEN		Wd	337 Svendborg	Øxenbjerg SV	1921	Swedish.
SØLVCOHR		Wd	356 Hobro	C. Tommerup	1923	CAPITAINE GUYOMARD.
			1920			
DANEDRONNING	Aux	Stl	1688 Rødby	Rødbyhavn JSV	1923	Norweg.GROSHOLM; 1925 PIONER; full-powered motorship.
DANEFOLK	Aux	Stl	1686 Rødby	Rødbyhavn JSV	1924	Brit.WESTWARD; rn BADGER, 1947 Danish; 1950 British AFRICAN QUEEN
DANEKONGE	Aux	Stl	1688 Rødby	Rødbyhavn JSV	1925	Peruv.HUSVIK.
DANMARK		Wd	347 Nakskov	Nakskov SV		Lost 1921.
DRONNING MARGRETHE	Aux	Wd	469 Faxe	J.Koefoed		Lost 1928.
DRONNING THYRA	Aux	Wd	467 Faxe	J.Koefoed	1926	Ger.SCHLESWIG; 1934 Finnish HELENA.

1920, continued

HELGA (T/S)	Aux Wd	357	Nordby	Fanø Skibsvaerft	1935	SENHORA DA SAUDE
LYNETTEN	Aux Wd	382	Køge	A/S Codenvaerft.	1927	Swed.INGER.
MUNKEBJERG (T/S)	Aux Wd	367	Korsør	Lilleø Skibsv.	1923	Estonian AVASTE; 1924 Danish SVAERDFISKEN
RICHARD	Wd	360	Svendborg	Øxenbjerg SV	Lost 1926	
1921						
NORDBORG	Wd	348	Faxe	J. Koefoed	Lost 1932.	
SVENBORG (T/S)	Wd	346	Odense	Odense SV	Finnish	
1922						
ELIN	Aux Wd	361	Marstal	E. Eriksen	Lost 1927.	
1923						
CAROLINE	Aux Stl	665	Marstal	H.C.Christensen	1935	Portuguese.
1924						
RUNEHØJ (T/S)	Wd	369	Korsør	Lilleø SV	1925	JEAN DUNOIS.

Denmark was the only country outside North America where the four-masted schooner attained any great degree of popularity. A few of the examples in the above list carried yards on the foremast, and are distinguished, where known, by T/S.

Mr. Malling tells us that the POLSTJERNAN of 1920 is something of a mystery, as she does not appear in Lloyd's Register until the late '20's. Apparently the builders went bankrupt, and she was a long time being completed.

The MORTEN JENSEN, first vessel in the list, was later the well-known jackass-bark NIOBE, German training ship.

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OBITUARIES

C.FOX SMITH-- Miss Cicely Fox Smith, author and poet, died early in May in a nursing home in England. Her works were devoted to the last period of sail, covering the clippers and the ships of her own lifetime. She was 72.

HARRY HAMILTON-- It is with great regret that we record the death of Harry Hamilton of Whittier, Calif., on 1 May, from a heart attack. Harry was a transplanted New Englander who migrated to Southern California to live out his retirement years among the orange groves. He brought with him a love of ship modelling, and, finding kindred spirits in his vicinity, was inspired in 1948 to found the Nautical Research Guild.

The "Secretary's Monthly Letter," first issued in February 1948, was supplemented in January 1949 by a quarterly "Nautical Research Journal," and the two were combined as a monthly Journal in 1951. We have not yet heard whether the Journal is to be continued.

Harry, though we never met him in person, was a good friend to LOG CHIPS, and in fact it was largely through the example of his Letter that LOG CHIPS was established in July 1948. He is survived by a widow.

*****

J. J.SOMERVILLE-- We learned only recently of the death of John Wilson Somerville, which occurred at his home in Jacksonville, Florida, from a heart attack on 28 January 1954. He left a widow, Mrs. Gertrude Somerville, and had two sisters living in Asheville, N.C.

Mr.Somerville was born in Ottawa, Can., 26 March 1872, son of Wm.M.Somerville, who later moved to Jacksonville. At 17 he went to work for a bridge-building firm and was sent to the Eastern Shore of Maryland, where considerable railroad construction was then going on. Later he was with Geo.F.Craig & Co.of Philadelphia, and about 1899 became associated with Hunter, Benn & Co., lumber shippers from the Gulf. He managed their branch at Gulfport, Miss., for many years and also engaged in shipping on his own account. His World War I ventures were recounted in a short article in "American Neptune" for April 1946, which concluded that ships are called "she" because "you cannot tell when they are coming home or how much money they are going to spend."

During World War II, Mr.Somerville was connected for a time with the Maritime Commission. He was an inveterate writer of letters to editors, both on historical subjects and contemporary affairs. He also had considerable talent as a portraitist of shipping, both steam and sail, and a number of his drawings have appeared in the "American Neptune." He read LOG CHIPS regularly and generally sent us a critique of each issue, which was always welcome.

THE PERIODICAL PUBLICATION LOG CHIPS OF RECENT MARITIME HISTORY

VOLUME THREE, NUMBER ELEVEN 121 OCTOBER 1954

THE SHIPBUILDERS OF BATH, ME.

VII. THE SEWALLS

Up to now in this series we have dealt chiefly with firms who specialized mainly in building ships on contract for others to operate. About half the wooden ships built in Maine in the 19th Century, however, were built in shipyards operated by their managing owners. The leading house of this type in Bath, in fact in the whole country, was the Sewall firm. The Sewalls would be famous for building, at two different periods, the largest wooden square-riggers in the country, but this distinction is overshadowed by their achievement in converting their yard from wooden to steel construction. Only the Cramps and possibly one or two other Delaware River shipbuilders were able to make the change from wood to iron at mid-century, and the Sewalls were unique in Maine.

The first Sewall in Bath was Dummer Sewall, who settled there in 1760, was one of the leaders in the movement against George III, served as a lieutenant-colonel in the Revolutionary Army, and as a member of the General Court of Massachusetts led the movement for the ratification of the Constitution by that Commonwealth. He acquired a farm that stretched from the Mill Pond to the Kennebec, and from time to time vessels were built on the place using the pasture oak growing there.

In 1823 a partnership was formed between Freeman Clark, a banker of Bath, and William Dunning Sewall, grandson of Dummer Sewall, to build ships on the Kennebec waterfront of the Sewall farm. At first they built for others, but soon added vessel operation to their interests, producing a steady series of West India traders, New Orleans cotton ships, and packets for chartering to the Atlantic lines. Here is Clark & Sewall's list:

Year	Rig	Name	Tons	No.
1823	Brig	DIANA	199	1
1824	Brig	ORBIT	199	2
1825	Brig	LEWIS	247	3
1827	Brig	DUMMER	146	4
1828	Brig	PLEIADES	284	5
1829	Sch	EMULOUS	99	6
1831	Ship	EMPEROR	314	7
1831	Ship	GIRARD	343	8
1832	Ship	TROPIC	349	9
1833	Ship	CEYLON	421	10
1835	Ship	ROGER SHERMAN	490	11
1836	Ship	DIADEM	657	12
1837	Ship	VILLE DE PARIS	537	13
1840	Ship	PENNSYLVANIA	677	14
1841	Ship	GENESEE	459	15
1841	Ship	RAPPAHANNOCK	1133	16
1843	Bark	DETROIT	292	17
1845	Ship	MACEDONIA	414	18
1846	Ship	RIO GRANDE	541	19
1847	Ship	SWITZERLAND	570	20
1847	Ship	JOHN C. CALHOUN	708	21
1848	Brig	MARCIA	157	22
1848	Ship	WILLIAM D. SEWALL	672	23
1850	Ship	ADRIATIC	715	24
1851	Ship	SARAH G. HYDE	890	25
1851	Ship	ERIE	458	26
1852	Ship	COMMERCE	1085	27
1853	Ship	LADY FRANKLIN	549	28
1854	Ship	SAMARITAN	1219	29

The schooner EMULOUS was the first vessel built by Clark & Sewall to be operated on their own account. Next was the ship GIRARD, following which all their vessels except the LADY FRANKLIN of 1853 were for their management. The RAPPAHANNOCK of 1841, whose half-model is in the Town Hall at Bath, was the largest merchant vessel built in the United States up to her time.

In 1855 the firm of Clark & Sewall was succeeded by E.& A.Sewall, formed by two of the sons of William D. and Rachel Trufant Sewall. Arthur Sewall, their third son, was born in Bath in November 1835. After attending the public schools of Bath he was sent to Prince Edward Island to

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learn the cutting of ship timber. Back in Bath in 1853, he entered his father's firm and the following year formed a partnership with his older brother Edward to take over operation of the yard and management of the fleet. Here is E.& A.Sewall's list:

1855	Ship	HOLYHEAD	1099 A
1855	Ship	KINEO	829 B
1856	Ship	HELLESPONT	767 C
1857	Ship	LEANDER	895 D
1858	Ship	VALENTIA	799 E
1859	Ship	VIGILANT	652 F
1859	Ship	VILLA FRANCA	918 G
1860	Ship	OCEAN SCUD	1008 H
1862	Ship	VANCOUVER	969 I
1863	Ship	VICKSBURG	1130 J
1863	Brig	GLENDALE	454 K
1864	Ship	INTREPID	1078 L
1864	Bark	VOLANT	496 M
1864	Ship	OCEAN SIGNAL	1215 N
1865	Ship	FREEMAN CLARK	1336 O
1865	Bark	FRANK MARION	678 P
1866	Ship	MATTERHORN	1327 Q
1866	Bark	WETTERHORN	698 R
1868	Ship	HERMON	1316 S
1869	Ship	TABOR	1339 T
1869	Ship	UNDAUNTED	1764 U
1871	Ship	ERIC THE RED	1580 V
1872	Ship	HUMBOLDT	1018 W
1872	Ship	CARROLLTON	1450 X
1873	Ship	STERLING	1731 Y
1873	Ship	EL CAPITAN	1493 Z
1873	3mSch	SATILLA	312 1
1873	Ship	GRANGER	1526 2
1874	Ship	OCCIDENTAL	1533 3
1874	Ship	ORIENTAL	1688 4
1875	Ship	CONTINENTAL	1712 5
1875	Ship	HARVESTER	1494 6
1876	Ship	REAPER	1468 7
1876	Ship	THRASHER	1512 8
1876	Ship	INDIANA	1487 9
1877	Ship	CHALLENGER	1456 10
1877	Ship	THOMAS M. REED	1516 11
1878	3mSch	CARRIE S. BAILEY	396 12
1878	Ship	CHESEBROUGH	1507 13
1879	Ship	SOLITAIRE	1531 14

The SOLITAIRE was on the stocks at the time Edward Sewall was killed by a fall at the Windsor Hotel in New York City in March 1879. She was given her name by Mrs. Edward Sewall as the only vessel under construction at Bath.

As the names of many of the vessels show-- REAPER, GRANGER, HARVESTER, THRASHER-- the Sewall fleet at this period was primarily engaged in the grain trade out of San Francisco and other West Coast ports. Others of the fleet were named for Andronicus Chesebrough, Wm.F.Babcock, and John Rosenfeld, prominent shipping men of San Francisco. The Sewalls also had entered into a close business relationship with Dearborn & Co.of New York. The Dearborns operated a berth service from New York to San Francisco, and they bought substantial shares in the Sewall vessels. The big square-riggers would load wheat for Liverpool in San Francisco, cross the Atlantic in ballast, and go on the berth for a general cargo from New York to San Francisco.

At this period, also, the Sewalls began to take an interest in the coasting trade, particularly the carrying of Kennebec ice to the seaboard cities farther south, and they built several schooners for this trade. Of all the vessels built by E.& A.Sewall, only the INTREPID and OCEAN SIGNAL, delivered to New York owners in 1864, were not for their own account.

In 1880 Arthur Sewall took into partnership his son Wm.D.Sewall (1861-1930) and Edward's son Samuel Swanton Sewall (1858-1935), under the style of Arthur Sewall & Co., and continued the family shipping and shipbuilding business. Another of his sons, Harold Marsh Sewall, (1860-1924), had a distinguished career in the U.S.diplomatic service; while two other of Edward's sons, Frank Lewis (1869-1930) and Oscar Trufant (1860-1914), were associated with Williams, Dimond & Co.of San Francisco. Here is A.Sewall & Company's list:

1880	Ship	THOMAS M. REED (2d)	1987	15
1880	3mSch	BELLE HIGGINS	412	16
1880	3mSch	KATE MARKEE	503	18
1881	3mSch	S. M. THOMAS	761	18
1881	Ship	IROQUOIS	2120	19
1881	3mSch	B. L. BURT	758	20
1882	Ship	HENRY VILLARD	1552	21
1882	3mSch	NORA BAILEY	448	22
1882	Ship	W. F. BABCOCK	2130	23
1882	3mSch	ALICE ARCHER	471	24
1883	Ship	RAINIER	1976	25
1883	3mSch	BLANCHE ALLEN	520	26
1884	Ship	JOHN ROSENFELD	2374	27
1884	3mSch	ADA BAILEY	521	28
1885	Ship	WILLIE ROSENFELD	2455	29
1887	3mSch	CARRIE A. LANE	800	30
1889	4mSch	DOUGLAS DEARBORN	1024	31
1889	4mSch	TALOFA	1188	32
1889	3mSch	AGNES E.MANSON	842	33
1890	Ship	RAPPAHANNOCK (2d)	3185	34
1890	3mSch	ALOHA	638	35
1890	4mBark	SHENANDOAH	3406	36

1891	3mSch	TOFA	631	37
1891	4mBark	SUSQUEHANNA	2744	38
1892	4mBark	ROANOKE	3539	39
(above vessels wood; following steel)				
1894	4mBark	DIRIGO	3004	40
1898	4mBark	ERSKINE M.PHELPS	2998	41
1899	4mBark	ARTHUR SEWALL	3209	42
1899	4mBark	EDWARD SEWALL	3206	43
1900	Bark	KAIULANI	1571	44
1901	4mBark	ASTRAL	3292	45
1901	4mBark	ACME	3288	46
1901	4mBark	WILLIAM P. FRYE	3374	47
1902	4mBark	ATLAS	3381	48
1902	Barge	S.O.Co.No.93	2474	49
1903	5mSch	KINEO	2123	50

Of the above vessels, the schooners AGNES E. MANSON and S. M. THOMAS were not managed by the Sewalls; the HENRY VILLARD was sold on the stocks to interests connected with the Northern Pacific R.R., but later came back under the Sewall management; the KAIULANI was built on contract for H.Hackfeld & Co.of Honolulu by underbidding the Union Iron Works of San Francisco; and the ACME, ASTRAL, ATLAS, and S.O.Co.No.93 (a seagoing four-masted schooner barge) were built for the Standard Oil Co.

A few vessels not built by the Sewalls came under their management: the ship AMERICA, built by J.Rideout in 1864; the ship BENJ.F.PACKARD, built by Goss, Sawyer & Packard in 1883; the ship BULLION, built by Brown & Stantial in 1877 (though no Sewall equity appears in her documentation); and the little schooner TAM O'SHANTER, built at Bath in 1876. A more significant acquisition was the steel four-masted bark KENILWORTH, which was burned out at Port Costa in 1889 and acquired by the Dearborns for Sewall management. Strangely, the documentation of the KENILWORTH as an American vessel shows no Sewall equity until 1904; nevertheless she was under their management, as the correspondence quoted in Mark Hennessy's masterly "Sewall Ships of Steel" clearly shows, and she undoubtedly provided the example that led to the conversion of the Sewall shipyard to steel construction in 1893, following the completion of the "Big Four."

Arthur Sewall died of apoplexy at Bath in September 1900, leaving his son and nephew to carry on the business. Four years previously he had been the candidate of the Democratic Party for Vice President, running on the ticket with William Jennings Bryan. The Sewalls at this time were staunch Democrats, probably by inheritance from their former close connection with the cotton trade; but why Arthur Sewall was chosen as a vice-presidential candidate was not clear to us until we heard the following explanation a few years ago.

When the Sewall vessels were building, so the story runs, it was the custom of Arthur Sewall to chock a barrel of whiskey into the framing of the counter in such a way that it would be covered in by the planking and be inaccessible until the planking was removed. As the vessel sailed the seas the barrel was gently rocked, and the whiskey acquired age in a leisurely fashion. When the vessel returned to the Kennebec after seven years for the No.2 survey, which required exposing the stern timbers, the barrel would be tenderly lifted out, and the proprietors of the yard now had a very special item which could be called on for duty at launchings and other special occasions.

Now in 1896, so the story runs, Arthur Sewall thoughtfully brought a barrel of this whiskey to Chicago, so that the Maine delegation could entertain the other delegations. And this he did to such good effect that the grateful delegates made him their unanimous choice for the second place on the ticket.

Under Arthur Sewall the family shipyard was expanded by acquiring the former yard of G.F.& J.Patten to the south, and then the W.V. & O.Moses yard still farther south. All the wooden vessels were either lost, sold, or converted to barges by the beginning of 1914, the fleet at that time consisting of the KINEO, EDWARD SEWALL, DIRIGO, and WILLIAM P. FRYE. The KINEO and EDWARD SEWALL were sold to the Texas Co.in 1916; the WILLIAM P.FRYE was sunk by the PRINZ EITEL FRIEDRICH in January 1915, and the DIRIGO was sold to G.W.McNear Inc. of San Francisco in 1915. The shipyard was also sold to the Texas Company, which renovated it for the building of steam tankers.

Rather more has been published on the Sewalls than on most Bath builders. Arthur Sewall's biography is given in the standard collections of American biography, and Hennessy's "Sewall Ships of Steel" has considerable biographical material as well as full month-to-month operating details of the steel ships.

As in most other accounts in this se-

ries, we have drawn on a Bath "Anvil" story by Henry M.Owen Jr. Matthews' "American Merchant Ships" has biographies of all the later wooden Sewall square-riggers. Lubbock's "Downeasters" is especially good on the steel square-riggers. Hall's report on shipbuilding for the 1880 Census lists the Sewall output up to 1882. The hull numbers in our lists were furnished by the Sewall office in 1948.

We published a history of the KENILWORTH in "American Neptune" for 1941 and of the KAIULANI in "Mast" for June 1950. Harold Huycke has a history of ACME in "American Neptune" for 1948. The sail plan of DIRIGO appears in "Merchant Vessels of the U.S." for 1893 and 1894; that of ASTRAL (and sisters) in "Marine Engineering" for Jan.1904. A sail plan allegedly that of ARTHUR SEWALL was in the same journal for May 1899, but as it shows her with three skysails it is either a preliminary design or a plan of ERSKINE M. PHELPS.

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THE TEXAS STEAMSHIP COMPANY

The Texas Oil Company, when it took over the Sewall yard, operated through a subsidiary, the Texas Steamship Co., to build tankers and package freighters to carry to markets the products of the parent company. All the vessels under construction were commandeered by the Emergency Fleet Corporation on 3 August 1917, and the Corporation subsequently constructed housing in Bath for shipyard workers and arranged for extension of the street-car system to the yard.

Vessels under 2500 tons were exempt from the requisition order, and the Texas Co. was able to complete a few of these for its own account before the Armistice. It reacquired most of the 13 requisitioned vessels completed under Emergency Fleet Corporation operation, and subsequently built two more tankers in 1921. Here is the complete list, checked for us by Mr.Owen:

No.	Year	Type	Name	Tonnage
1	1917	Stmr	MAINE	6457
2	1917	Stmr	RHODE ISLAND	6457
3	1918	Stmr	SAGADAHOC	6846
4	1918	Stmr	CANIBAS	6846
5	1917	M/V	No. 5	226
6	1917	M/V	THUBAN	226
7	1918	Stm.Tug	SOUTH AMERICAN	168
8	1917	M/V	ALMA R.	59
9	1917	M/V	EMMA R.	59
10	1918	Stm.Tkr.	DIRIGO	6768
11	1919	Stm.Tkr.	SHENANDOAH	6768
12	1919	Stm.Tkr.	LIGHTBURNE	6784
13	1919	Stm.Tkr.	ARYAN	6784
14	1920	Mot.Tkr.	SOLITAIRE	3350
15	1918	Stm.Tug	LATIN AMERICAN	168
16	1918	Stmr.	CENTRAL AMERICAN	357
17	1919	Mot.Tkr.	TEXACO 145	484
18	1919	Mot.Tkr.	TEXACO 146	484
19	1919	Mot.Tkr.	TEXACO 147	484
20	1919	Stm.Tug	AMERICAN	168
21	1920	Stm.Tkr.	ROANOKE	6784
22	1920	Stm.Tkr.	OCCIDENTAL	6727
23	1920	Stm.Tkr.	HARVESTER	6727
24	1920	Stm.Tkr.	REAPER	6774
25 to 30	1919	Scows	TEXACO 153 to 158	398
31	1921	Stm.Tkr.	NEW JERSEY	6740
33 to 35	1921	Tank Barges	TEXACO 171 to 173	657

Shipbuilding was discontinued after 1921 and the yard was dismantled. Today, weed-grown concrete foundations mark the spot.

It will be noticed that many of the historic Bath names were perpetuated in the Texas fleet-- DIRIGO, SHENANDOAH, OCCIDENTAL, REAPER. ARYAN was another, given in honor of the full-rigger of that name built in Phippsburg in 1893 and the last wooden full-rigger built in North America. Thus the name ARYAN was chosen long before it had acquired any unpleasant racial significance; still, it became a source of embarrassment to the Texas Company in the 1930's, when the company was seeking to retain its markets in Germany, and the name was finally changed to ARKANSAS.

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THOBER LIST OF U.S.SQUARERIGGERS

On page 130 we present the concluding installment of this important contribution to American maritime history, covering the period 1886-1920.

There were a few auxiliaries, training vessels, and yachts that supplement Mr. Thober's basic list of merchant craft. Kelley, Spear of Bath built the 462-ton steam whaling bark WILLIAM LEWIS in 1888 for New Bedford owners and followed her with the 494-ton NAVARCH in 1892 for the same owners.

The Bath Iron Works built the sheathed steel ship CHESAPEAKE for the U.S.Navy in 1899; 872 tons. The Navy built two steel barks of 1409 tons in 1907, the INTREPID at Mare Island and the CUMBERLAND in Boston. The auxiliary bark yacht ALOHA, 658 tons, was built at Quincy in 1910 by the Fore River yard; she originally had a steam engine. Another yacht was (continued on p. 129)

RIESENBERG, FELIX, "Under sail; a boy's voyage around Cape Horn."

Felix Riesenberg was born in Milwaukee in 1879 of German parents, and was raised in Chicago. In 1895 he came to New York to live with an uncle and enrolled in the two-year training course in the schoolship ST. MARY'S. Upon graduation, he shipped out as O.S. in Flint & Co.'s full-rigger A.J.FULLER for a round voyage to Honolulu, the voyage described in "Under Sail."

Upon his return, he went as cadet in the transatlantic liner ST.LOUIS, which, with some voyages coastwise as quartermaster in other steamers, occupied his time until he attained 21 years of age and was able to sit for his second mate's license. He then secured a berth in the American-Hawaiian steamer AMERICAN as third mate. A year in the Coast Survey steamer BACHE followed; then he was appointed to the Revenue Cutter Service schoolship CHASE, resigned the appointment, and went back in the American-Hawaiian service as third mate of the TEXAN.

In 1906 he became navigator of the Wellman Polar Expedition, an early attempt to reach the North Pole by dirigible, and spent the winter in Spitsbergen. On his return to New York in 1907 his uncle offered to put him through Columbia; Felix accepted and earned an engineering degree. Employment ashore as a civil engineer and marriage to Maud Conroy followed. Expecting his first child and needing money to pay the bills, Felix Riesenberg thought of his voyage to Honolulu 15 years before and wrote it up in a three-part series in "Outing," under the title "When sailors were sailors" in 1913. And thus was launched a third profession for Riesenberg, who thereafter switched with amazing ease between engineering, writing, and seafaring and combinations thereof.

"Under sail" was soon expanded into the complete story of the round trip and serialized in "Yachting," and the Macmillan Company brought it out in book form in 1918. Harcourt, Brace acquired the copyright in 1924 after three Macmillan printings, and an additional chapter, "Echoes," and an introduction by David W.Bone were added. Later editions dropped the Bone introduction; the 8th printing in 1937 bears a 1935 copyright and has a preface by Riesenberg dated 1937.

Writing his manuscript, Riesenberg was depending almost entirely on memory, and it never occurred to him to check the crew list of the FULLER at the New York Custom House. Here is the list of men shipped on 4 Dec.1897 aboard the ship A.J.FULLER of New York, C.M.Nichols, master, for Honolulu, H.I.:

Name	Rating	Wages
Charles Berk	Mate	$50
Frank Stodart	2d Mate	30
Ole Bengson	Carpenter	33
Ah Thi	Steward	30
Ah On	Cook	35
John Roth	Seaman	18
Joseph Hitchen	Seaman	18
Geo. Rohr	Seaman	18
C. Anderson	Seaman	18
E. Erickson	Seaman	18
Daniel Mathis	Seaman	18
M. Smith	Seaman	18
J. Marchall	Seaman	18
F. Baggie	Seaman	18
A. T. Morstaett	Seaman	18
Chas. M. Nelson	Seaman	18
Axel Johnson	Seaman	18
J. Thompson	Seaman	18
Carl Nelson	Seaman	18
A. Brendemuhl	Seaman	18
M. Dinslow	Seaman	18
F. Reisenberg	O. Seaman	14
Peter Stewart	Boy	8

It appears that Charles M.Nelson was not aboard when they sailed, as Riesenberg gives their complement as 18, including the carpenter and "boy," and the names on the articles seem in many cases not to be the names by which the men were known on shipboard. Nativity of the men is not given, but the following summary of nationalities was included:

United States	4	England	1
Germany	5	Norway-Sweden	10
France	1	Others	2

Riesenberg's own name was misspelled; it is worth noting that it is pronounced to rhyme with "freeze," not "fries."

"Under sail" is virtually the only published account of service in the fo'c'sle of an American sailing vessel since the Civil War, and the nationality summary provides the main reason for this: there were virtually no Americans in the fo'c'sles. "Under sail" has the further distinction of authorship by a competent writer, with 15 years of knocking around behind him to help put events in their proper perspective.

In 1917 Riesenberg went back to sea, first serving as mate during the refitting of the German raider PRINZ EITEL FRIEDRICH by the Shipping Board, then taking command of the schoolship NEWPORT, successor to the ST.MARY'S. He left the NEWPORT in 1919, but joined her again in 1923 after a spell ashore, and, after her boilers were con-

demned, took her across the Atlantic under sail alone. He left the sea for good in 1924, and served as resident engineer in the building of Columbia-Presbyterian Medical Center in New York, after which he turned to full-time editing and writing as a living.

After "Under sail," his first major work was "Standard seamanship for the merchant service," a text for schoolship cadets, published by Van Nostrand in 1922, with a second edition in 1936. Riesenberg credits the writing of this work, which occupied his spare time from 1918 to 1922, with wrecking his eyesight. It followed "The men on deck," a book on ship organization and the duties of officers, published by Van Nostrand in 1918. He also wrote the "Sea Scout manual" of the 1920's and "Seamanship studies for young officers," published by Van Nostrand for the U.S.Maritime Service in 6 parts in 1939.

In fiction, an early effort was "Bob Graham at sea," a boy's life on a schoolship (Harcourt, Brace 1925), and his only juvenile. "P.A.L.," originally to have been called "Chicago," and described as "a novel of the fraudulent," was brought out by McBride in 1925, and three years later they issued a rewritten version as "Red Horses." More successful was "East side, west side," published by Harcourt, Brace in 1927 after 7 years in the writing; it ran through numerous printings and was made into a movie in 1931 by Fox as "Skyline." It was based on Riesenberg's life in New York City.

"Endless river" and "Passing strangers," published by Harcourt, Brace in 1931 and 1932 attracted little notice, as did "Mother Sea," described by Riesenberg as his merchant marine novel, brought out by C. Kendall in 1933. "The left-handed passenger," published in 1935 by Doubleday, Doran, completes his list of fiction titles, except for "The maiden voyage" (John Day, 1931), written in collaboration with Archie Binns as a rehash of an unsuccessful three-act sea play "The second mate," originally written by Christopher Morley and Riesenberg. "The maiden voyage" is credited with launching Binns on his distinguished career as a writer.

Riesenberg's editing activities began with a journal called "National Marine," whose mission was to draw public attention to the U.S.merchant marine in the period just after World War I, and of which he was the third editor. He left to found the "Bulletin" of the American Bureau of Shipping, and then joined as partner and editor of "The Seafarer," which folded after six issues. For many years he contributed a regular column to the "Nautical Gazette," and these essays, collected with earlier pieces written for other magazines and for Christopher Morley's "Bowling Green," in the N.Y."Post," have formed the bases for some of his best books.

The first of these, "Vignettes of the sea," with a preface by Morley, was published by Harcourt, Brace in 1926, and they followed it with "Shipmates," in 1928 and "Log of the Sea," in 1933; Jonathan Cape in London also published the latter two. "Log of the Sea" reprints some of the earlier material, and it is arranged in autobiographical fashion; indeed, it is nearly as coherent an autobiography as "Living again, an autobiography," published by Doubleday, Doran in 1937 and Methuen, London, in 1938.

Riesenberg also wrote the text of two of the series of Currier & Ives reproductions brought out by The Studio:"Clipper ships" in 1932 and "Early steamships" in 1933. Something similar was "Portrait of New York" with Alexander Alland (Macmillan, 1939).

Just before his death in 1939 he turned to a new field, writing "Cape Horn" for Dodd, Mead (1939) and "The Pacific Ocean," for McGraw-Hill's Whittelsey House "Oceans of the World" series (1940). There was an Argentine edition of the former ("Cabo de Hornos," Buenos Aires, 1946); the latter was reissued by the Museum Press in 1947 and had a Braille edition in 1941.

Emily Schorb Riesenberg, Felix's mother, published several cookbooks, and one of these, "Easy baking" in 1931, had an introduction by her son. Felix's own son, Felix Jr., after some merchant marine experience, worked on the San Francisco "News" as waterfront reporter and in 1940 published "Golden Gate: the story of San Francisco Harbor." Since then he has written several mystery stories, mostly with sea backgrounds.

Riesenberg was also one of the leading spirits, along with Morley, in the refitting of the former Norwegian ship SOPHIE as the TUSITALA, which became the last active square-rigger of the American merchant marine. The original intention was to use her to carry passengers, but James A. Farrell took the vessel off the hands of the original promoters (who undoubtedly would have failed in the effort) and operated her on his own account as a cargo-carrier.

Riesenberg's "Standard seamanship" and "Under sail," will be known long after his fiction is forgotten, They made him the most important U.S.nautical writer of the 1920's.

BOOK REVIEWS

GREEN, G. Colman, "The Norfolk wherry; its construction, evolution, and history," xi, 50 pp; 12 pl; ill. George R. Reeve, Wymondham, Norfolk, 1953. Price 12s 6d.

This book is stated to have been first published by the Model Yachting Association in 1937 and now to be revised; perhaps this will explain why the text figures are printed in helter-skelter order. The author is an artist who has specialized in painting the Broads and its sailing craft, and the plates are mostly reproductions of his works.

The pen illustrations, while not scale plans, give useful views of the general arrangements and details of the wherry, which was a clinker-built, double-ended cargo-carrier, cat-rigged with a boomless mainsail and a mast that lowered in a tabernacle. Although this is far from being the definitive work on the wherry, it has a great deal of useful background material, including a list of recent wherries and their builders and owners.

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MICHALIS, Clarence G., "'Seamen's Bank' 125 years in step with New York," 28 pp. Newcomen Society in North America, 1954.

Newcomen Address, delivered by the Chairman and President of The Seamen's Bank for Savings on the occasion of the 125th anniversary of the bank.

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LARSEN, Henry, "The North-west Passage, 1940-1942 and 1944. The famous voyages of the Royal Canadian Mounted Police schooner ST.ROCH," 51 pp; ill. City Archives, Vancouver. 2d ed., 1954.

This booklet was reissued as the ST. ROCH was at sea returning to Vancouver, where it is hoped to preserve her in a dry berth like VICTORY, FRAM, or CUTTY SARK. The ST. ROCH was built at North Vancouver in 1928; in 1940-42 she crossed the Arctic to Halifax, and in 1944 returned through the Northwest Passage to British Columbia. She was thus the first vessel to complete the Passage from the westward, and the first to make the crossing to the westward in a single season. She subsequently went out to Halifax via the Panama Canal, thus completing the circumnavigation of North America, and her return voyage will make her the first vessel in history to circumnavigate North America in both directions.

Inspector Larson has told the story of the two Arctic crossings for Major Matthews, City Archivist of Vancouver, where the ST. ROCH was built.

EDWARDS, Herbert Wilson, "Under four flags," 223 pp; 15 ill; glossary. Percival Marshall & Co.Ltd., London, 1954. Price 10s 6d.

The four flags of this narrative are the Norwegian merchant flag and the red, blue, and white ensigns of the British service. Captain Edwards, son of a family that wished him to become a cadet in the Royal Navy but could not afford it, first went to sea as a boy in the Norwegian bark SOLHEIM in 1896. Then he was apprenticed in the PETER IREDALE and DRUMALIS, leaving the latter in Australia to sit for his 2d mate's certificate.

Then followed service in steam, trooping under the Blue Ensign, RNR service, and marriage, following which he joined one of the "Famished Fifties" and was commissioned in the Royal Navy in 1913, where his story ends.

Now Captain RN (Ret), the author tells a story that is refreshingly different from the usual tale of a sea apprentice. There are some points that will appear strange to an American reader, such as the frank evaluation of the financial returns from a career in the merchant service as compared with the Navy-- it appears that officers RN are not as well paid as their civilian contemporaries. Likewise the consternation that was expressed when young Edwards, holder of a brand-new 2d mate's ticket, was discovered working his way back to Britain as an AB would not have existed under the Stars and Stripes.

There is one bad blunder in reporting the five-masted ship PREUSSEN at Iquique in 1896, as she was not built until 1902, but otherwise the book seems to stick close to facts, and like all the recent volumes from Percival Marshall it is handsomely produced at a very moderate price.

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U.S.Bureau of Customs, "Merchant Vessels of the United States 1953-1953," v, 974 p. Government Printing Office, Washington, 1954. Price $6.00.

The Bureau of Customs has made up what was a considerable lag in the annual volume of this series by combining two years in one issue. It is now reproduced from typescript, and the alphabetical arrangement has been changed again, with initials preceding full words. There are two sets of tables for losses and foreign sales, covering the two years, and a new table lists mortgaged vessels that have been lost but whose papers cannot be surrendered without consent of the mortgagee.

BRAGDON, Roger Weare, "Down-Easter; building a model of the BENJAMIN F. PACKARD," 110 pp; ill. Falmouth Publishing House, Manchester, Maine; 1954. Price $4.00

The wooden sailing ship as built in New England during the period 1869-1893 is a subject that is not covered as often from the model-building standpoint as it might be. The BENJ. F. PACKARD was the last of this group to survive on the East Coast, having been on display at Rye Playland, N. Y., for a number of years before she was scuttled in Long Island Sound in 1939.

Built at Bath, Maine, in 1883, she was not a particularly outstanding specimen of her type from the point of view of performance, her best sailing record being a passage from San Francisco to New York in 94 days in 1892.

Mr. Bragdon has given a detailed account of how to build a rather simplified model of the PACKARD at 1/8" scale. Sixteen photographs of the ship and of models of similar vessels help the beginner to visualize the finished product, while numerous line drawings in the text clarify important details. There is a list of stations for belaying the running rigging, while a glossary and bibliography assist the novice in mastering nautical language and point the way to more detailed sources of information. A useful feature is a list of museums and nautical collections.

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MODEL SHIPWAYS, "Scale ship model kits and fittings," 36 pp; ill. 39 T.Fort Lee Rd., Bogota, N.J., 1954. 25¢.

Here is the latest in a long line of catalogs issued by the enterprising Model Shipways. New kits this year include the Boston schooner SULTANA of 1767 (Chapelle) and McKay's clipper FLYING FISH of 1851 (H.S.Scott).

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UNITED NATIONS, "Inland water transport in Europe and the United States of America," 141 pp; 66 ill. 1954. Available from Columbia Univ.Press, N.Y.; $1.50.

This pamphlet is the report of an expert working group from Asia and the Far East, which visited Europe and the U.S. to study inland water transport with a view to improving river operations in India, Burma, Pakistan, Thailand, and Viet-Nam.

It contains interesting technical data on the operation of barges and other inland craft as of 1951, the time of the visit. There is a bibliography.

SAILING SHIP NEWS

ALFA, Russ.aux.3m.tr.sch. Reported overdue on cruise from North Europe to Black Sea; reported 15 Oct.in Channel off Boulogne.

BOWDOIN, aux.sch. 26 Sept.arr Boothbay Harbor from Baffin Bay. Reached 79°N.

CORONET, sch.yacht. Owned by Kingdom, Inc. Recently moved to Gloucester, Mass., from Portland, Me.

DANMARK, Dan.aux.tr.ship. 15 Sept.left Copenhagen; 1 Oct.arr Falmouth; 5 Oct. left for Cadiz.

DAR POMORZA, Pol.aux.tr.ship. 16 Aug passed Dover, bound East.

ERNESTINA, Port.sch. 14 Aug.arr.Providence, R.I., 35 d from C.Verde Is.; 3 pass. Rode out both hurricanes in her usual berth. 9 November sailed for C.Verde Is.

ISLAND FORESTER, Canad.barge. Ex OROTAVA ex COMET, etc. Owned by Crown Zellerbach of Canada Ltd. Beached Englewood, B.C., after hitting rock in Seymour Narrows; towed to Vancouver for repairs in Sept.

JOAN G., Canad.aux sch. Opened sound and will become herring barge for Canadian Fishing Co.Ltd.

MADALAN, Port.bgn. Now owned by Antonio Bento, who bought her from Fortunato Gomes de Pina. 22 June arr Dakar from Praia; 8 Sept.arr St.Vincent from Pto.Praia; 13 Sept.left for Providence; 5 Oct.arr Providence 22 d; 8 pass.; etc.

MERCATOR, Belg.aux.tr.bkn. 18 June arr New York; 1 July sailed Boston for Provincetown; 16 July arr St.Michaels; left 20th; 10 Aug.arr Antwerp.

ST.ROCH, R.C.M.P.aux ketch. 24 Aug left Balboa, from Halifax; 2 Sept.arr Acapulco; was due in San Pedro 13 Sept; several weeks at San Francisco; 12 Oct due in Vancouver, B.C., where she is to become a museum (see page 127).

SCOTTISH LADY, 4m.sch. Built 1868 as ship LA ESCOCESA. Sold to Vancouver Tug Boat Co.Ltd.for conversion to barge. 17 Oct. towed out of Lake Washington by LORNA FOSS.

SEA CLOUD, aux.4m.bk.yacht. Is getting new 81'x18" main topgallant mast and 62'x15" mizen topgallant mast of Puget Sound fir.

STATSRAAD LEHMKUHL, Norweg.aux.tr.ship. 4 July left Madeira for Baltimore; arr 30th. 9 Aug.left Baltimore; 3 Sept.arr Bergen.

(With thanks for items to Bob Goddard, Gordon Jones, Harold Huycke, Ed.Collins, and Bob Applebee. We hear also from Alan Villiers that he is commanding the PEQUOD in the filming of "Moby Dick.")

NEW WILSON PHOTOGRAPH LIST

Captain Frank A. Wilson, 245 York St., Portland, Maine, writes us that he has just gotten out a new and revised list of his pictures, which is available from the above address.

Captain Wilson has a large collection of negatives, steam and sail, from his days at sea, including New England coasting schooners in their glory.

THE DRAKE NAVIGATORS GUILD

This is an organization of individuals who have banded together with the primary objects "to discover historical facts relative to the exploits of Sir Francis Drake and other early navigators" to the shores of California; to disseminate information on these subjects; and to establish and maintain a repository of information on them.

In 1953 and 1954, June 17 was proclaimed "Drake Day" by the Governor of California.

There are three classes of membership in the Guild: Contributing Members at $50 per year, Active Members at $10, and Annual Members (non-voting) at $2. For particulars of membership, address Robert W. Parkinson, 3051 Shattuck Ave., Berkeley 5, California.

RIVERBOAT MUSEUM IN NEW ORLEANS

A Riverboat Room at the Cabildo of the Louisiana State Museum is scheduled to be opened to the public on 23 November. It will display paintings, lithographs, photographs, drawings, and relics of old river craft, including the ROBERT E.LEE. A highlight is two wooden Indians formerly in the saloon of the NATCHEZ.

NEW PUBLISHING VENTURE BY J.F.COLTON

We are circulating with this mailing an announcement of a forthcoming book by J. Ferrell Colton, "Windjammers Significant." Captain Colton writes us that he is seeking unpublished nautical manuscripts for 1955. Fiction (50,000 words upwards) is solicited, while non-fiction (25,000 words upwards) is especially wanted.

Manuscripts should be typewritten double-spaced in English; no charges for reading manuscripts; royalties paid on published works.

Postage should accompany MSS for return; no responsibility accepted for damage or loss. Address J.F.Colton, P.O.Box 1121, Flagstaff, Arizona, U.S.A.

BALCLUTHA BEING REFITTED

The San Francisco Maritime Museum, under Karl Kortum, is making remarkable progress in the restoration of PACIFIC QUEEN, formerly BALCLUTHA, the full-rigged ship that the Museum acquired this summer.

Ship repairers, shipchandlers, and the maritime unions have all donated materials and services to refit the vessel as a permanent memorial of the days of sail in San Francisco Bay.

To permit those not able directly to contribute labor or fittings to participate in the work of restoration, the Museum has launched a membership drive. Quarterdeck members contribute $10 per year, and are entitled to free admission to both the Museum and the vessel; Seafarer members at $5 will receive free admission to the Museum.

It is suggested that such memberships would make outstanding Christmas gifts. For further particulars, write San Francisco Maritime Museum, Foot of Polk Street, San Francisco 9, California.

THE MARYLAND HISTORICAL SOCIETY

We recently visited the marine room of this society, in downtown Baltimore. It holds many interesting items of Chesapeake maritime history, including builders models of the clipper ship MARY WHITRIDGE, schooner PURNELL T.WHITE (with a fine A. Jacobsen painting of her), and the bark POTOMAC of about 1860. There are also the steamers NANTUCKET and GYPSUM PRINCE and a fine contract model of the steamer DELANO, built at Sunderland, England.

Another prominent feature is plates of colored signals of Baltimore merchants, with examples from 1806, 1817, 1852, and 1860.

THOBER LIST (continued from page 124)

the steel barkentine INTREPID, built at Neponset, Mass., in 1930 by George Lawley & Son Corp. She grossed 597 tons and had a diesel auxiliary.

The name (as a steamer hull) of the five-masted barkentine KATE G. PEDERSON has not yet been identified. The Sommarstrom Shipbuilding Company had three hull contracts which were not completed, but the records of the Emergency Fleet Corporation now in the National Archives do not show which of these three hulls was made into a barkentine.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W.THOBER (concluded from p.72)

1886

AU SABLE	Bkn	598	E Deering Me	Geo Russell	Portland Me
PLANTER	Bkn	525	Pt Ludlow Wash	C Murray	San Francisco
PRISCILLA	Bkn	644	Belfast Me	Geo W Cottrell	Baltimore
S. N. CASTLE	Bkn	515	Pt Blakely Wash	Hall Bros	San Francisco
WILLIAM BAYLIES	B	325	Bath Me	New England S B Co	New Bedford

1887

FRANCES	Bkn	678	Belfast Me	Geo W Cottrell	Baltimore
ROBERT SUDDEN	Bkn	616	Pt Blakely Wash	Hall Bros	San Francisco
S. G. WILDER	Bkn	604	Pt Blakely Wash	Hall Bros	San Francisco
SILICON	B	314	Bath Me	Kelley & Spear	New York

1888

BALTIMORE	B	723	Baltimore Md	W H Skinner & Sons	Baltimore
S. C. ALLEN	B	690	Bath Me	New England S B Co	Pt Townsend Wash

(also built in 1888 was the 462-ton steam whaling bark WILLIAM LEWIS, by Kelley & Spear at Bath, Maine, for New Bedford owners)

1889

BRUCE HAWKINS	Bkn	615	E Boston Mass	Wm McKie	Boston
GOOD NEWS	Bkn	712	Baltimore Md	Wm E Woodall & Co	Baltimore
IRMGARD	Bkn	671	Pt Blakely Wash	Hall Bros	San Francisco
JOHN SWAN	Bkn	721	Columbia Falls Me	John H Crandon	New York
MATANZAS	B	1028	Bath Me	Wm Rogers	New York
R. A. C. SMITH	Bkn	661	Belfast Me	G A Gilchrist	New York
RAPPAHANNOCK	S	3185	Bath Me	A Sewall & Co	Bath Me
WHITE WINGS	Bkn	679	Baltimore Md	Wm E Woodall & Co	Baltimore

1890

ALBERT	B	683	Pt Blakely Wash	Hall Bros	San Francisco
CHARLES F. CROCKER	4Bkn	855	Alameda Calif	C G White	San Francisco
ELEANOR M. WILLIAMS	Bkn	718	Machias Me	John Shaw	New York
ETHEL V. BOYNTON	Bkn	740	Harrington Me	A M Nash	Machias Me
GRACE LYNWOOD	Bkn	658	Bucksport Me	E L Beazley & Co	New York
HERBERT FULLER	Bkn	782	Harrington Me	C Nash	Machias Me
HUSTLER	Bkn	673	Bath Me	New England Co	New Bedford
JOHN S. EMERY	Bkn	873	E Boston	Wm McKie	Boston
KREMLIN	Bkn	787	Bath Me	Wm Rogers	Boston
S. D. CARLETON	S	1882	Rockport Me	Carleton Norwood & Co.	Rockport
ST. KATHERINE	B	1253	Bath Me	John McDonald	New York
ST. MARY	S	2043	Phippsburg Me	C V Minott	ath Me
SHENANDOAH	4B	3407	Bath Me	A Sewall & Co	Bath Me
THOMAS J STEWART	Bkn	889	Brewer Me	E & I K Stetson	Bangor Me
WILLIE R. HUME	4Bkn	666	North Bend Ore	Simpson Lumber Co.	San Francisco

1891

ARAGO	4Bkn	499	North Bend Ore	Simpson Lumber Co	San Francisco
CHEHALIS	4Bkn	691	Hoquiam Wash	A M Simpson	San Francisco
MABEL I. MEYERS	Bkn	750	Searsport Me	A J Nickerson	Searsport Me
MANNIE SWAN	Bkn	777	Camden Me	Isaac Combs & Co	New York
PACTOLUS	B	1669	Bath Me	John McDonald	New York
PARTHIA	S	2495	Bath Me	Houghton Bros	Bath Me
ROBERT S. PATTERSON	Bkn	758	Millbridge Me	J W Sawyer & Son	Philadelphia
STEADFAST	4Bkn	879	Belfast Me	J W Cottrell	Baltimore
SUSQUEHANNA	4B	2745	Bath Me	A Sewall & Co	Bath Me

(See p.124 for additional notes on the Thober list.)

1892

GLEANER	Bkn	413	Hoquiam Wash	T A McDonald	San Francisco
HILO	Bkn	678	Fairhaven Calif	H D Bendixsen	San Francisco
JAMES W. ELWELL	4Bkn	1192	Bath Me	Kelley Spear & Co	Bath Me
JANE L. STANFORD	4Bkn	971	Fairhaven Calif	H D Bendixsen	San Francisco
JOSEPHINE	4Bkn	940	Belfast Me	Brown & McDonald	Baltimore
OLYMPIC	4*	1469	Bath Me	New England Co	New Bedford
ROANOKE	4B	3539	Bath Me	A Sewall & Co	Bath Me
SADIE A. THOMPSON	Bkn	686	Camden N J	Morris & Mathis	Philadelphia

*OLYMPIC had two masts square-rigged, two fore and aft. The NAVARCH, a 494-ton steam bark was built this year by Kelley, Spear & Co., Bath, for New Bedford.

1893

ARYAN	S	2124	Phippsburg Me	C V Minott	Bath
HOLLISWOOD	B	1141	E Boston Mass	John M Brooks	New York

1894

DIRIGO	S-4B	3005	Bath Me	A Sewall & Co	Bath Me
DORIS	4Bkn	944	Belfast Me	Brown & McDonald	Baltimore
OMEGA	4Bkn	584	North Bend Ore	Simpson Lumber Co	San Francisco

1895

ADDENDA	4Bkn	692	North Bend Ore	Simpson Lumber Co	San Francisco

1896

ECHO	4Bkn	708	North Bend Ore	Simpson Lumber Co	San Francisco
JOSEPHINE (2d)	4Bkn	941	Belfast Me	Brown & McDonald	Baltimore

1897

ENCORE	4Bkn	651	North Bend Ore	Simpson Lumber Co	Coos Bay Ore

1898

ERSKINE M. PHELPS	S-4B	2998	Bath Me	A Sewall & Co	Bath Me

1899

ARTHUR SEWALL	S-4B	3209	Bath Me	A Sewall & Co	Bath Me
BENICIA	Bkn	674	Benicia Calif	Matthew Turner	San Francisco
EDWARD SEWALL	S-4B	3206	Bath Me	A Sewall & Co	Bath Me
KAIULANI	S-B	1570	Bath Me	A Sewall & Co	San Francisco
WILLIAM CARSON	Bkn	890	Fairhaven Calif	H D Bendixsen	San Francisco

(Also built in 1899 was the sheathed steel ship CHESAPEAKE by the Bath Iron Works of Bath, Maine, for the United States Navy for a training ship)

1900

ASTRAL	S-4B	3292	Bath Me	A Sewall & Co	New York
JOHN PALMER	4Bkn	1187	Fairhaven Calif	H D Bendixsen	San Francisco
JOSEPH L. EVISTON	Bkn	755	Marshfield Ore	E Henkendorff	San Francisco

1901

ACME	S-4B	3288	Bath Me	A Sewall & Co	New York
AMARANTH	4Bkn	1109	Benicia Calif	Matthew Turner	San Francisco
AURORA	4Bkn	1211	Everett Wash	Everett S B Co	San Francisco
GEORGINA	4Bkn	998	Fairhaven Calif	H D Bendixsen S B Co	San Francisco
JAMES JOHNSON	4Bkn	1149	Seattle Wash	Moran Bros Co	Seattle Wash
JAMES TUFT	4Bkn	1274	Pt Blakely Wash	Hall Bro's	San Francisco
KOHALA	4Bkn	891	Fairhaven Calif	H D Bendixsen SB Co	San Francisco
LAHAINA	4Bkn	1067	Oakland Calif	W A Boole & Son	San Francisco
THOMAS P. EMIGH	4Bkn	1040	Tacoma Wash	Tacoma SB Co	San Francisco
WILLIAM P. FRYE	S-4B	3374	Bath Me	A Sewall & Co	Bath Me

1902

AMAZON	4Bkn	1167	Benicia Calif	Matthew Turner	San Francisco
ATLAS	S-4B	3381	Bath Me	A Sewall & Co	New York
FULLERTON	4Bkn	1554	Alameda Calif	Hay & Wright	Los Angeles
JOHN C. MEYER	4Bkn	932	Tacoma Wash	Tacoma SB Co	San Francisco
KOKO HEAD	4Bkn	1084	Oakland Calif	W A Boole & Son	San Francisco
MAKAWELI	4Bkn	899	Oakland Calif	W A Boole & Son	San Francisco
PUAKO	4Bkn	1084	Oakland Calif	W A Boole & Son	San Francisco

			1917		
HERDIS	4Bkn	1220	Chelsea. Mass	Richard T. Green Co	New York
			1918		
CONQUEROR	4Bkn	1395	Rolph Calif	Rolph S B Co	San Francisco
HESPERIAN	4Bkn	1385	Rolph Calif	Rolph S B Co	San Francisco
			1919		
ANNIE M. ROLPH	4Bkn	1393	Rolph Calif	Rolph S B Co	San Francisco
CECIL P. STEWART	4Bkn	1216	Thomaston Me	Dunn & Elliott Co	Rockland Me
FOREST DREAM	5Bkn	1605	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST FRIEND	5Bkn	1615	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST PRIDE	5Bkn	1600	Aberdeen Wash	Grays Harbor M S Co	Seattle
GEORGE U. HIND	4Bkn	1389	Rolph Calif	Rolph S B Co	San Francisco
REINE MARIE STEWART	4Bkn	1307	Thomaston Me	Dunn & Elliott Co	Rockland Me
ROLPH	4Bkn	1386	Rolph Calif	Rolph S B Co	San Francisco

In addition to the above, which were out-and-out sailing vessels, there were two groups of vessels built during and after World War I as auxiliaries or as converted steamer hulls. The first were built to the design of Henry Piaggio, Italian vice-consul at Gulfport, and were auxiliary barkentines of various sizes. The first two were built by F.H.Swails at Orange, Texas; then the International Shipbuilding Co. was formed, taking over the Orange yard and establishing others at Beaumont and Pascagoula. The vessels first were named for cities in the South; some were renamed for cities in Italy. Although all were designed for engines, some of the last did not have engines installed. Here is the list:

				1917 (built by F.H.Swails)		
CITY OF HOUSTON		4Bkn	1519	Orange Texas	Port Arthur Texas	
CITY OF ORANGE		5Bkn	1632	Orange Texas	Port Arthur Texas	
				1918 (built by International S B Co)		
CITY OF AUSTIN	MORTARA	5Bkn	2231	Orange Texas	New Orleans	
CITY OF BEAUMONT		5Bkn	2014	Orange Texas	Port Arthur Texas	
CITY OF DALLAS		5Bkn	1977	Beaumont Texas	Port Arthur Texas	
CITY OF GULFPORT		5Bkn	1844	Orange Texas	Port Arthur Texas	
CITY OF MOBILE		5Bkn	1975	Orange Texas	Port Arthur Texas	
				1919		
CITY OF GALVESTON		5Bkn	2259	Orange Texas	Port Arthur Texas	
CITY OF JACKSON	MANTOVA	5Bkn	2422	Pascagoula Miss	Gulfport Miss	
CITY OF LAFAYETTE	MIRAMARE	5Bkn	2439	Orange Texas	Port Arthur Texas	
CITY OF ORLEANS		5Bkn	2437	Orange Texas	Port Arthur Texas	
CITY OF PASCAGOULA		5Bkn	2354	Pascagoula Miss	Gulfport Miss	
CITY OF VICKSBURG	MARSALA	5Bkn	2422	Pascagoula Miss	Gulfport Miss	
CITY OF WACO	MODENA	5Bkn	2342	Orange Texas	Gulfport Miss	
	MACERATA	5Bkn	2352	Orange Texas	New Orleans	
	MONFALCONE	5Bkn	2418	Orange Texas	Port Arthur Texas	
				1920		
CITY OF NATCHEZ	MOLFETTA	5Bkn	2462	Pascagoula Miss	Gulfport Miss	

Late in 1919 the Emergency Fleet Corporation prepared a design for converting unfinished Ferris type wooden hulls to five-masted barkentines. Seven vessels in all were so completed. The work was accomplished in the early part of 1920, and all the hulls had been launched in 1919. All were owned in San Francisco. Here are their names, former names as steamers, and building particulars:

ALICIA HAVISIDE	5Bkn	APAMA	2265	Samoa Calif	Hammond Lumber Co
ANNE COMYN	5Bkn	CREMNA	2265	Rolph Calif	Rolph S B Co
KATE G PEDERSEN	5Bkn		2269	Columbia City Ore	Sommarstrom S B Co
KATHERINE MACKALL	5Bkn	NAKONI	2262	Wilmington Calif	R J Chandler S B Co
MONITOR	5Bkn	KOOSAWIN	2247	Benicia Calif	Benicia S B Co (started)
				Oakland Calif	C Nelson Co (completed)
PHYLLIS COMYN	5Bkn	CREMONA	2267	Rolph Calif	Rolph S B Co
RUSSELL HAVISIDE	5Bkn	CRESOLINE	2264	Rolph Calif	Rolph S B Co

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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THE SHIPBUILDERS OF BATH, MAINE
IX. THE MINOTTS OF PHIPPSBURG

Properly speaking, Phippsburg perhaps is not part of Bath, but it lies only a few miles below Bath on the right bank of the Kennebec and its shipping was registered as of Bath, so we have no hesitation in including its builders among those of Bath.

The leading builder of square-riggers at Phippsburg was Charles V. Minott. Mrs. Charles V.Minott Jr., who still spends her summers at Phippsburg in the family mansion, has furnished us most of the information in the following account.

The shipbuilding story at Phippsburg begins in colonial times, when James McCobb (1710-1788) was the leading capitalist of Phippsburg Center. He was survived by two sons, Samuel, who died in 1791 before his father's estate was finally settled, and Thomas. Thomas McCobb joined with his step-brother, Mark Langdon Hill, to carry on the family business as Hill & McCobb. In December 1808 they sent the brig MARY JANE to sea in defiance of the Embargo Act of that year.

Thomas McCobb died in 1815. His widow, Rebecca Hill McCobb, the following year married Parker McCobb, who was the son of her late husband's older half-brother Samuel and had been looking after her financial affairs. Parker McCobb had a sister, Beatrice or Betsy, who married Colonel Andrew Reed; they had a son named William Maxwell Reed who married Caroline Drummond and who also was associated in the family business.

Mark Langdon Hill died in 1842, following which Caroline's brother, Captain James Drummond, began buying up the interests of the other members of the family. The following incomplete list gives vessels which various of the above individuals are listed as owning about this time:

Owned by M.L.Hill; built at Georgetown

1796	Sch MARK & MARY	112 tons
1799	Ship MAGISTRATE	228
1800	Sch MERCATOR	105
1801	Brig PATRON	162
1803	Brig MARY JANE (at Hallowell)	156
1804	Brig THOMAS	187
1805	Ship HAMILTON MOORE	345
1806	Sch EVELINA	112
1809	Ship MOUNT HOPE	384
1818	Sch SALMON (at Phippsburg)	62

Thomas McCobb was listed as first master of MARY JANE, HAMILTON MOORE, and MOUNT HOPE.

Parker McCobb owner, built at Phippsburg:

1809	Brig CHANCE (at Georgetown)	199
1817	Sch REBECCA	60
1818	Sch HENRY	52
1819	Ship DARIEN	295
1821	Brig CUBA	216
1822	Brig REBECCA	156
1823	Brig ARAB (at Bath)	275
1825	Brig CORA	220
1832	Brig JAMES McCOBB	170

Parker McCobb was first master of the CHANCE and of the brig ULYSSES of 1803 and ship PALLAS of 1811.

Wm.M.Reed owner, built at Phippsburg:

1832	Sch MADAWASKA	131
1841	Brig CREOLE	146

James Drummond owner:

1796	Brig HAZARD (Georgetown)	169
1817	Sch JANE (Phippsburg)	37
1838	Ship HANOVER (Bath)	577
1847	Ship T.J.ROGER (Bath)	543
1849	Ship SARATOGA (Bath)	1200
1850	Ship MAZATLAN (Bath)	462

Captain James Drummond was first master of HAZARD, HANOVER, and SARATOGA, and of the following other Kennebec-built vessels: sch.POLLY (1792), ship NON PAREIL (1795), brig JOHN MARSHALL (1823), sch.SUKEY (1825), brig CALEDONIA (1828), ship BIRMINGHAM ('36) ship NORWAY (1839), ship NORTH CAROLINA (1840).

In 1853, Charles V.Minott joined in partnership with Captain Drummond at Phippsburg. Charles Vincent Minott was born at Bowdoin, Me., 13 Oct.1826, son of Thomas and Frances Minott. In 1845 he left home to work in

This issue goes to press on 17 May 1955; we hope to catch up some day.

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the shipyard of Levi Houghton at Bath. Although he had only a common school education, he undertook to teach himself the finer points of the profession, and among his books still in the family is a copy of L. McKay's "Practical Shipbuilder"(1839) with the flyleaf inscribed "Charles V.Minott's book,Bath, Maine, Jan.30, 1847." Two years later he went to the yard of Joseph Berry in Georgetown, and in 1850 he became Berry's master builder.

He must have worked on some, if not all, of the following vessels built by Berry in the next few years:

1850	Ship	HARRIET	534
1851	Sch	SAMPSON	128
1851	Ship	MONGOLIA	960
1852	Ship	MARY E. WHITTIER	495
1853	Bark	SILVER CLOUD	451
1853	Ship	SULTAN	1184

When he first came to Phippsburg, C.V. Minott built the brig NEBRASKA at a spot on the Kennebec shore near where a church and three houses are still standing. Then he joined Capt.Drummond in the other yard, where there were shops, a tide-mill dating from 1795, and a stone general store building erected in 1806 and still standing. He bought the old McCobb-Hill house, married, and lived out the rest of his days at Phippsburg. After Drummond's death in 1882, Minott bought the Drummond equity from the heirs, and as he had been buying up other McCobb-Hill titles for some years he finally became sole owner of the local land and business that had originally belonged to James McCobb.

Here is the list of vessels built at Phippsburg by Charles V.Minott:

1854	Brig	NEBRASKA	309
1854	Ship	CORTES	582
1856	Ship	AMORIEL	529
1856	Ship	CHARLOTTE A.MORRISON	570
1858	Bark	COMET	469
1859	2m.Sch	FLYING DUTCHMAN	49
1860	Ship	TIGER	1073
1862	Bark	ALICE MINOTT	505
1863	Ship	MARY E. RIGGS	1124
1864	Brig	VINCENT	409
1865	Bark	C. V. MINOTT	443
1866	2m.Sch	SARAH L. HARDING	60
1867	Ship	ALICE M. MINOTT	1093
1868	2m.Sch	HYNE	155
1870	Ship	MEROM	1204
1870	2m.Sch	ORIZON	58
1871	3m.Sch	SENORA	222
1872	2m.Sch	RIVAL	129
1873	2m.Sch	J. C. ROGERS	97
1874	3m.Sch	CORA	350
1874	3m.Sch	J. D. ROBINSON	470
1876	Ship	IVY	1253
1878	Ship	STANDARD	1534
1879	2m.Sch	MENTOR	82
1881	Ship	JAMES DRUMMOND	1556
1882	Ship	BERLIN	1552
1883	Ship	ST. CHARLES	1749
1885	3m.Sch	ST. THOMAS	742
1888	2m.Sch	BEN HUR	89
1890	Ship	ST. MARY	2043
1891	4m.Sch	MEROM	925
1893	Ship	ARYAN	2123
1896	4m.Sch	FRANCES M.	1228
1901	4m.Sch	ADA F. BROWN	1456
1904	5m.Sch	MARCUS L. URANN	1899

The MARCUS L.URANN was on the ways at the time of C.V.Minott's death in May 1903. She was completed by C.V.Minott Jr. and launched 25 Oct.1904. The wharf gave way under her as she began to move at the first launching attempt, and it was some days later before she actually was put afloat.

Charles V.Minott Jr.was born in Phippsburg 12 Sept.1867, and graduated PBK from Bowdoin in 1891. He worked with his father as secretary, accountant, and business representative. After 1904 he abandoned the shipyard, but continued to manage the Minott fleet until World War I. Then he sold out at very advantageous prices, keeping only (for sentiment) a small share in a Bath-built vessel. Thereafter he wintered in Boston, where he died in March 1936. His sister, Alice M.Minott, for whom two square-riggers were named, was born in April 1860 and died in June 1934.

Almost all the Minott vessels were built for their own management. The URANN was an exception, having been built for the Coastwise Transportation Co. She was named for the head of the Ocean Spray Co. of Cape Cod, and Christmas boxes of cranberries still come to members of the Minott family.

The ship ARYAN of 1893 enjoys the distinction of having been the last wooden full-rigged ship built in North America, and probably in the whole world, with the possible exception of India, Burma, or Siam. She was launched from a narrow strip of land between the Kennebec River and the road from Bath south to Popham Beach. While she was on the ways, passersby went beneath her bowsprit, which extended over the highway, some 90 feet above the ground, Today only some rotten scraps of timber that once were building ways give a clue to the visitor that here is the spot that marked a turning point in the maritime history of the United States.

BOOK REVIEWS

COLTON, J. Ferrell, "Windjammers Significant," xli, 296 pp; 188 ill; 9 plans; index. J.F.Colton & Co., Flagstaff, Arizona, 1954. Price $10.00.

This is a remarkable book in many respects. There have been a few books describing a single vessel in such detail, but never before has a pair of sister ships been treated in a book-length study. The two vessels, which the author asserts to have been "the finest deepwater square-rigged sailing vessels ever constructed," (we hate to think of the arguments that could be developed out of that statement) were the German four-masted barks HANS and KURT, built at Port Glasgow in 1904.

The author sailed in 1937 in KURT, then owned as MOSHULU by Gustaf Erikson, and in 1941 was concerned with the fitting out of HANS as the six-masted schooner TANGO, so he is eminently qualified to write of the two vessels. He has collected all the available facts about the two ships, their construction, their masters, their first owners, and their ultimate fates.

Both ships had been chartered in 1914 for outward voyages from Hamburg to Santa Rosalia, Mexico, and homeward trips with wheat from Portland, Oregon. KURT was caught at Portland, where she was taken over by the U.S.Government in 1917 and later sold to the Charles Nelson Co. HANS stayed at Santa Rosalia, and after the War was bought by the Dollar Line of San Francisco and renamed MARY DOLLAR. As TANGO she was a gambling barge; then was rerigged as a schooner and ended as the Portuguese CIDADE DO PORTO. MOSHULU is still afloat as a barge at Stockholm.

The plans, including lines, together with the detailed description of rigging and fittings, make this an important book for anyone seeking information with which to make a model of a 20th Century square-rigger. The voyage lists and abstract logs furnish a good picture of the work of such vessels in the nitrate, lumber, and grain trades.

The book itself is patterned after Derby's "The Tall Ships Pass," and is an interesting example of modern offset reproductuon from typewritten copy. Some of the photographs have suffered from too much copying; but they more than make up in quantity any lack of quality. The bibliography is extensive, although a history of HANS in "Tiller" for April 1947 was overlooked. Some of the spellings, such as "fyffe rails," "barque," and "analize," appear strange by American standards. The edition is limited to 1,000 copies.

CARR, Frank G.G., "The CUTTY SARK and the days of sail," 25 pp., ill. Cutty Sark Preservation Society, Palmerston House, Bishopsgate, London EC 2, 1954. Price 2/s.

To the growing shelf of books on the CUTTY SARK, whose latest move is reported in "Sailing Ship News" in this issue, is added this little volume, produced to be sold aboard as a souvenir. All the work on the book, including printing, paper, and making the cuts, was donated, so that the booklet can be sold at a nominal sum and still yield a clear profit.

The author, Director of the National Maritime Museum, has assembled the salient facts of the clipper's career together with excellent illustrations. Many of the latter are new material, including a facsimile page from her ship's carpenter's notebook giving the dimensions of her masts.

CAMPBELL, G.F., "China Tea Clippers," 77 pp., ill. John de Graff Inc., N.Y., 1954. Price $1.50.

Here is another little book about tea clippers, but about tea clippers in general rather than a specific vessel. The author is a naval architect, and he has produced a series of excellent drawings showing the salient features of British tea clippers in hull design, rigging details, and deck arrangement. To tie them together, he has designed a typical vessel of about 1855, to which he assigns the name "Foochow." This device allows him to present plans in rather more detail than is actually available for any named vessel of the period.

The deck arrangements, particularly the perspective drawings of poop and forecastle layouts, are the most useful items in this book. Although no effort has been made to identify the different patterns with actual vessels, there is no other available source for the various arrangements used in vessels of the period, and the book should be widely consulted.

BERGENS SJØFARTSMUSEUM, Årshefte 1953, 40 pp., ill. Bergen, 1954.

The latest issue of this yearbook features an article on the Bergen marine painter, Frederik Martin Sørvig, written by the Danish authority, F. Holm-Petersen. Sørvig, born in 1820, was noted for his beautiful aquarell portraits of shipping. The article lists his paintings in Norway and in Denmark, and also gives a list of other marine painters. It is illustrated with examples of his work, unfortunately not in color.

LONGRIDGE, C. Nepean, "The Anatomy of Nelson's Ships," xii, 283 pp.; 76 pl, 183 figs, 12 plans; index. Percival Marshall & Co.Ltd., London, 1955. Price three guineas ($8.90).

The late Dr.Longridge was a ship modeller who combined thoroughness of research with extreme patience and skill in execution. His CUTTY SARK was an outstanding model which resulted in a two-volume book describing how it was done; next he turned to HMS VICTORY and put in 12,000 hours producing a frame-and-plank model. This book tells how he did it, and anyone else with the inclination can use it to duplicate his work, or as a general guide in making a similar model of any other vessel of the period.

The book provides a full set of plans of VICTORY in her Trafalgar appearance, designed and drawn by G.F.Campbell to the scale of 1/16-in.to the foot. Mr. Campbell also drew the text illustrations to the designs of E.Bowness, editor of "Ships and Ship Models." The illustrations include photographs of the model, her prototype, and the late IMPLACABLE, a contemporary.

Quite apart from the model-making point of view and the hundreds of jigs, dodges, and workshop hints that Dr.Longridge has provided, the book will prove extremely useful for anyone attempting to visualize the construction, rigging, and internal arrangements of a ship of Nelson's time. Short of a visit to the actual ship herself at Portsmouth, the book is the best source of information available, and it should be studied both before and after such a visit for the best understanding of what is to be seen.

LOTT, Arnold S., "A long line of ships; Mare Island's century of naval activity in California," xiv, 268 pp; 142 ill; pict. end papers. U.S.Naval Institute, Annapolis, Md., 1954. Price $4.95.

Mare Island Navy Yard, located just off Vallejo in San Pablo Bay, to the north of Oakland and San Francisco, was commissioned by Commander David G. Farragut on 16 Sept.1854. Since that time it has been the U.S.Navy's principal base on the Pacific Coast and has built over 200 naval vessels.

The selection of Lt.Comdr.Lott to write the centennial history of the yard was a particularly fortunate choice, as he has produced a book several cuts above the usual shipyard history. His method is to present the material chronologically in the form of annals, but he manages to avoid most of the pitfalls usually associated with this style. An oldtimer in the Navy (he has put in 23 years and has the permanent rank of Yeoman), he has a real feeling for the old time ships, and his lists of merchant vessels that carried cargo to the Yard in the early days or put in for repairs read like blank verse.

The book unfortunately lacks both a bibliography and an index. It gives complete lists of commandants and of the vessels built at the Yard. The illustrations (except for the pen sketches at chapter ends) add greatly to the historical interest of the book.

"F L : Die Geschichte einer Reederei," 228 pp; 26 ill. Hans Dulk, Hamburg, 1954. Price DM 28 ($6.60).

Here at last is the full history of the house founded in 1828 by Ferdinand Laeisz to trade with South America, which grew into the great "Flying P Line" of sailing vessels in the nitrate trade from Chile. It is the product of the joint authorship of Dr.Paul Rohrbach, Captain Hermann Piening, and Captain Fred Schmidt.

Ferdinand's son Carl joined him in the business, and in 1857 they built the bark PUDEL, named after Carl's young wife, Sophie, who was nicknamed "Poodle" for her curly hair. So began the custom of giving all the firm's ships names beginning in P. In 1911 the firm started the Afrikanische Frucht-Compagnie in the West African banana trade.

The book lists 78 sailing vessels owned between 1840 and 1914; there were 16 under the P-flag in 1914. Nitrate freights were high right after the Armistice, and the Laeisz line bought back six of their sailing vessels from the Reparations Commission and built PRIWALL and two steamers. (The book is in error in stating that PRIWALL was ex-POLA; POLA was delivered to France and renamed RICHELIEU.) In 1926 they built PADUA, the last commercial four-masted bark ever built, and around the same time acquired PELLWORM, which is not mentioned in the book.

In 1939 the firm owned the four-masted barks PRIWALL and PADUA, two nitrate steamers, five banana boats, and two other motorships. In 1954 they had five refrigerated motorships in the banana trade and two more building.

All this, together with the collateral business interests of the owners, is a lot of ground to cover in a volume of this size; obviously, individual ship histories had to be slighted in order to present the broad picture. The illustrations for the most part are of people.

'BALCLUTHA' TURNS THE CENTURY AND ACQUIRES UNITED STATES REGISTRY

As our contribution to the San Francisco Maritime Museum's current effort to restore the full-rigger PACIFIC QUEEN to her Cape Horn condition, we have been digging a little into the history of the vessel. There was a good general account of her by Harold Huycke in "American Neptune" for 1944, and all we can add is some detail; here are her doings from 1899 to 1902.

Robert McMillan of Dumbarton, for whom the ship was built as BALCLUTHA in 1886, returned to shipbuilding at Dumbarton in a couple of years, leaving the ship, as well as his later steamers VORTIGERN and KENTIGERN, to be managed by a nephew, E.P. Babtie of Glasgow. McMillan owned all 64 shares himself, and he kept a close watch on the earnings of his vessels. In 1899 the BALCLUTHA was sent to San Francisco with a cargo of jute from Calcutta. On the way, in 37 S, 84 E, a baby girl was born to the wife of Captain Durkee, and after the ship arrived at San Francisco, 112 days out, on 27 May, she was christened Inda Frances Durkee. (She is now Mrs. Carroll L. Dunn, of New Hampshire.)

The West Coast lumbermen at this time were in the market for suitable tonnage to carry lumber to Australia, where the great Broken Hill mine at Port Pirie was consuming vast quantities of mining timbers. Within a few years, enough large wooden schooners and barkentines would have been built on the West Coast to handle this movement; but in 1899 the shippers had either to charter or to buy. And so when BALCLUTHA came on the market at a reasonable figure, they snapped her up.

The operators of the Port Blakely, Port Ludlow, and Port Gamble sawmills on Puget Sound were the chief backers of the new ownership of BALCLUTHA, working through the firm of J.J.Moore & Co., of San Francisco, who acted as brokers in selling the cargoes to Australia and also loaded the vessels with coal on the return trips through a contract with the Southern Pacific R.R., which had not yet converted to oil-burners.

But it is not easy for Americans to acquire a foreign-built vessel, and a complicated sequence of maneuvers was required before the Stars and Stripes could be hauled up to BALCLUTHA'a monkey-gaff. J.J. Moore & Co.had some of the procedures already worked out, as they had previously acquired the ships STAR OF FRANCE, STAR OF RUSSIA, and STAR OF ITALY for the ownership of the same group (they were incorporated in California as the Pacific Colonial Ship Co.). For some years it had been the custom in San Francisco to register a foreign-built vessel in Hawaii, just as today the Liberian or Panamanian flag is made use of, but the Hawaiian Islands were annexed by the United States by Joint Resolution of Congress on 7 July 1898. However, in the case of the STAR OF ITALY, when Lincoln D.Spencer of Honolulu turned up with a bill of sale dated 2 July 1898 and Hawaiian registry was refused on the grounds that the Islands soon would become American, and that foreign-built vessels were not entitled to American registry, the case was taken to the Hawaiian Supreme Court. It ruled that since the Joint Resolution had provided that the local laws of the Islands were to remain in effect until a Territorial Government was organized, Spencer as a Hawaiian citizen had a perfect right under those laws to register his property, the foreign-built STAR OF ITALY, as a Hawaiian vessel.

Hawaii was not yet linked with the mainland by cable, and communications were slow. On 23 June 1899 a bill of sale from McMillan to Herbert C.Oswald of London transferred title to the ship BALCLUTHA, and her register at Glasgow was transferred on 22 Aug. Meanwhile the ship sailed from San Francisco for Puget Sound under Captain Jobson; on 8 August Lincoln D.Spencer presented a bill of sale to the Hawaiian Consul-General at San Francisco and was granted a provisional Hawaiian register; on 15 August the ship arrived at Port Townsend; and on 18 September President McKinley issued a proclamation forbidding the issuance of further Hawaiian registers to foreign-built vessels.

Meanwhile, word came back to Glasgow of the sale to American subjects, and BALCLUTHA's registry was cancelled on 24 April 1900. She delivered her pit-props at Port Pirie, shifted round to Newcastle for a cargo of coal, and sailed for San Francisco. Congress was now deliberating on the problems of organizing the government of the Territory of Hawaii, and the final Act, approved 30 April 1900, provided that all vessels owned by Hawaiian or American citizens under the Hawaiian flag on 12 Aug.1898, and in addition the STAR OF ITALY, WILL-SCOTT, FALLS OF CLYDE, EUTERPE, STAR OF FRANCE, and STAR OF RUSSIA, should be granted United States registry.

BALCLUTHA arrived at San Francisco on 9 June under Captain George A.Hatfield, and went back up to Puget Sound after her coal was unloaded, for another cargo to Port Pirie. At the next session of Congress, iden-

tical bills were introduced by Congressman Kahn of San Francisco and Senator Foster of Washington, granting American registers to the ships BALCLUTHA and ANTIOPE and steamer MANAUENSE. The Senate Committee on Commerce, in reporting out their bill favorably on 19 Feb.1901, stated that the BALCLUTHA was the only Hawaiian-owned vessel under the Hawaiian flag since 12 Aug. 1898 that had not been granted a U.S. register, and that she was then operating under a certificate of protection ("sea letter") issued by the Collector at Port Townsend in accordance with Art.62 of the customs regulations.

The House Committee on Merchant Marine & Fisheries reported out their bill on 25 Feb.1901, and recommended postponing action on ANTIOPE and MANAUENSE (neither of which ever acquired U.S.registry). But they recommended favorable action on BALCLUTHA, which had been transferred by Spencer to the Pacific Colonial Ship Co.on 2 Aug.1900, and was then on her way back to Honolulu via Newcastle. A neat piece of legislative operation jammed the House bill through both houses of Congress on the last day of the session, and it was still officially Saturday, 2 March, when, early on the morning of 4 March, a message from President McKinley reported he had signed the bill on 3 March.

BALCLUTHA arrived at Honolulu on 2 June- a historic occasion, since it ended the flying of the Hawaiian flag as a symbol of sovereignty. On 19 June she was enrolled as an American ship; on 2 July she exchanged her enrollment for a register, and the next day she sailed for Puget Sound. She loaded at Port Gamble for Melbourne, leaving Port Townsend about 9 September; apparently Captain Hatfield was delayed there several days waiting for a mate.

Melbourne proved unhealthy for the ship; one of the crew was left in the hospital there, with his back wages and a month's extra pay, and Captain Hatfield died in the hospital of sunstroke. A relief master, sent out by steamer, died en route and was buried at Pago Pago. A new mate, B.Bremer, brought the ship back to San Francisco and was continued in command by the Alaska Packers, to whom the ship was chartered for the 1902 packing season.

In April 1903 the Pacific Colonial Co. was dissolved and the property in each ship divided into 4300 shares, 2158 to the Puget Sound Commercial Co.of Port Gamble, 1075 to Charles Hirsch, 890 to the Holmes Investment Co., and 177 to the Port Blakely Mill Co. Port Gamble thus was BALCLUTHA's home port until the Alaska Packers bought her in 1905 after she was ashore in Alaska.

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SAILING SHIP NEWS

C.A.THAYER, 3m.sch. Reported sold in Nov. by Capt.J.E.Shields to become bar and dance hall on beach at Quilcene, Wash.

CONSTELLATION, U.S.Frigate. Gov.McKeldin of Maryland put $50,000 in his 1955-56 budget as a start toward getting her mounted in concrete at Fort McHenry, Baltimore.

CUTTY SARK, Br.ship. 10 Dec.was moved by tugs GONDIA and JAVA into her permanent berth at Greenwich, from her anchorage at Blackwall.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.T/S tr.sch. 30 Dec arr Charleston, S.C., from Dominican Republic for a four-day visit.

LAWHILL, Port.4m.bk. In Dec.was reported beached at the head of the bay (Matola River), Lourenco Marques, Mozambique, and abandoned. Her rigging was in fair shape, but her hull was far gone.

MADALAN, Port.aux.bgn. Was fined $12,000 and ordered to refund $3425 in fares for bringing 12 passengers without visas. Later had penalty cancelled except for $1000 when it was ruled 11 men were seamen. The 12th was a woman. 5 Jan sailed from Providence; fouled a shed roof with her jibboom. 1 Feb.arr St.Vincent.

PAMIR, German aux.4m.tr.bk. 10 Feb.sailed from Hamburg for Buenos Aires.

ROYAL CHARTER. Br.aux ship. Wrecked 26 Oct.1859 off Anglesey. Wreck recently located by skindivers of Merseyside Sub-Aqua Club.

ST.ROCH, Canad aux ketch. 12 Oct.arr Vancouver; to be preserved as relic.

SCOTTISH LADY, 4m.sch. In Nov.was being dismantled at British Columbia Marine Ways.

SIGYN, Finn.bkn. In Sept.was making a movie off Åbo; left Åbo 17 Aug and towed back to her moorings on 4 Oct.

TELLUS, Peruv.bark. Reported made into a floating night club at Callao under the name MALABOO.

(With thanks for items to Gordon Jones, Bob Goddard, J.S.McCullough, Elizabeth Boulon, and Andy Nesdall).

Alan Villiers recently showed his color film of his 1954 voyage in the Coast Guard training bark EAGLE. The world premiere was to members of the National Geographic Society at Constitution Hall in Washington, D.C., with another showing to the Coast Guard cadets at the Academy in New London, Connecticut.

BRASSEY, MRS., "Around the world in the yacht SUNBEAM."

In the last generation the number of sea voyages made (and written up) by amateurs in their own boats has grown out of all proportion to the number made by seamen engaged in the prosaic business of earning a living. The two individuals who by their seafaring and writing are probably more responsible for this rash of seagoing vagrants than any others are Lady Annie Brassey and Captain Joshua Slocum. It was Lady Brassey who first introduced the reading public to the fact that it was easy to tour the world in one's own vessel, and Captain Slocum proved that it was not necessary to be a millionaire to do it.

Lady Brassey was born Annie Allnutt in 1839, was raised at Clapham and in London, and in 1860 married Thomas Brassey. Then 23, her husband was the son of Thomas Brassey (1805-1870) who built up an immense fortune as a railroad contractor, first in Britain, then in France, and later in Canada, India, South America, and Australia. The younger Brassey was educated at Rugby and Oxford, and it was decided that he should enter politics instead of the family business. After three defeats, he was returned as Liberal member of Parliament for Hastings in 1868. He held the seat until he was elevated to the peerage in 1886.

Brassey was keenly interested in the sea and the Navy; he served as civil lord of the admiralty from 1880 to 1884 and then for a year as secretary to the admiralty. In 1872 he and Mrs.Brassey made a cruise in the Mediterranean, which she wrote up as "A cruise in the EOTHEN 1872," and printed privately in 1873. The next year he placed an order for a larger yacht with Bowdler, Chaffer & Co.of Seacombe, Liverpool, and the result was the SUNBEAM. Rigged as a three-masted topsail schooner, she was composite, teak plank over a wrought-iron frame, and measured 159 x 27.6 x 13.9 feet in registered dimensions. She was 334 gross tons and had an auxiliary compound steam engine.

On their first deep-water voyage in the SUNBEAM, the Brasseys left the Thames on 1 July 1876, having on board their four children; S.T.S.Lecky, the navigation expert; A.Y.Bingham; a surgeon; two other guests; and a crew of 32. The itinerary was Madeira, the Canaries, Rio, Buanos Aires, Magellan Strait, Valparaiso, Tahiti, Honolulu, Tokyo, Hong Kong, Singapore, Colombo, Aden, Suez, Gibraltar, and home. Off the Plate they rescued the crew of the Sunderland bark MONKSHAVEN, which was on fire through spontaneous combustion in her coal cargo. A week later the shipwrecked mariners, less one who shipped in the SUNBEAM, were placed aboard the ss ILLIMANI in Magellan Strait.

The voyage ended at Hastings on 27 May 1877. The following year Longmans, Green in London and Henry Holt in New York brought out "Around the world in the yacht SUNBEAM; our home on the ocean for eleven months." It was illustrated "chiefly after drawings by the Hon.A.Y.Bingham." Both publishers produced several editions of the book in the next few years, and there were editions in the '90's by J.W. Henry of Chicago, C.E.Brown of Boston, and J.W.Henry of St.Louis.

Pasted into our copy is a contemporary review, which complains that the author "has forgotten to describe the best things. ...The trouble is that the reader is asked to see not what she saw, but the circumstances under which she saw everything." But it is just this quality which makes the book worth reading as an account of an ocean voyage, and it is evident from the number of editions that Victorian readers did not share the reviewer's opinion.

Few authors, having hit on a formula, drop it readily, and Mrs. Brassey was no exception. "Sunshine and storm in the east, or cruises to Cyprus and Constantinople," appeared in 1880, published by Holt and Longmans, Green, and with illustrations again by Bingham. For the next cruise a different artist was shipped, and the same two publishers brought out "In the trades, the tropics, & the roaring forties; 14,000 miles in the SUNBEAM in 1883," illustrated by R.T.Pritchett, in 1885. In 1887, Longmans, Green published a three-decker "Lady Brassey's three voyages in the SUNBEAM;" her husband's elevation to the peerage may have influenced the new packaging.

In 1886 another cruise to the East was made. Lord Brassey took the SUNBEAM out from Portsmouth, while Lady Brassey and her daughters joined him at Bombay via P. & O.steamer. Then the SUNBEAM called at Karachi, Rangoon, Borneo, Macassar, Adelaide, Melbourne, and Sydney. Lady Brassey's health was failing; her last journal entry was made on 29 August at Thursday Island; and on 14 September 1887 she died and was buried at sea in 15-50 S, 110-38 E, between Port Darwin and Rodriguez.

The SUNBEAM continued home via Algoa Bay, Cape Town, the Cape Verdes, and the Azores. Her boiler gave out off the Azores, and she made Portsmouth under sail on

14 December under tow. Lady Brassey's diary was turned over to Lady Mary Ann Barker Broome, who is identified as having helped Mrs. Brassey with her first published SUNBEAM book. With this editing, and with a memoir and appendix by Lord Brassey which told something of the author and finished the account of the voyage, it was published in New York and London in 1889 by Longmans, Green as "The Last Voyage."

Brassey also wrote extensively of his voyaging in SUNBEAM, which he sailed himself under a Board of Trade yachtmaster's certificate. He regularly contributed an abstract of each voyage to the "Times," in which he would point out the suitability of SUNBEAM (which could carry coal enough for only 10 hours' steaming at 9 knots) as a naval vessel on remote foreign stations, and he also privately printed longer accounts. One such was "11,506 knots in the SUNBEAM in 1883; Malta, Gibraltar, Madeira, West Indies, Bermudas, and Azores," by Spottiswoode & Co., London, 1884. Then there was "The SUNBEAM R.Y.S.," published by John Murray in 1917.

He was also a prolific writer on international and empire affairs, and in 1882 produced "The British Navy," in several volumes. In 1886 he started "The Naval Annual," which is still issued, and which was edited for many years by his son, Thomas Allnutt Brassey (1863-1919). He was governor of Victoria from 1895 to 1900 and became an earl in 1911. He died in London in March 1918.

The SUNBEAM lasted until 1930, when she was broken up by Thomas Wards Ltd. at Morecambe, Cumberland. A SUNBEAM II, built in 1929 for Lord Runciman as a diesel auxiliary barkentine is now a Swedish training ship, laid up at Stockholm.

Two other old Sunbeams (at least) were authors in their own right. Squire T.S. Lecky brought out his famous "Wrinkles in Practical Navigation" in 1881 or 1882 with a dedication to Lord Brassey. The book went through more than a score of editions and may still be in print. R.T.Pritchett, at that time marine painter to the Royal Thames Yacht Club, was the author of "Pen and pencil sketches of shipping and craft all round the world," published by Edward Arnold of London in 1899. Pritchett had taken part in both the 1883 and 1886 voyages in SUNBEAM, and he also dedicated his book to Lord Brassey. A drawing of SUNBEAM was included as one of the sketches, and Pritchett in his introduction mentions the opportunities to see native craft while voyaging in the schooner.

IRISH PENNANTS

MORE ON PENDLETON WOMENFOLK--On page 77 of this volume we expressed uncertainty as to the identities of Brina and Anna Pendleton, for whom schooners were named. Captain Harold G. Foss writes that Brina was Sabrina, wife of Fields C. Pendleton, while Anna was the wife of Guilford D. Pendleton.

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MORE ON GOSS AND SAWYER-- Andy Nesdall sends us a photostat copy of a broadside listing vessels built by Goss & Sawyer of Bath (see page 85). It extends through 1881, the last vessel, no.141, being the schooner TAMOS, and is now preserved in the Old State House Museum in Boston.

Apparently prepared for advertising purposes, it gives launching dates and full dimensions. Careful comparison with our earlier list shows a few discrepancies in spelling, and the following significant differences:

F.I.MERRYMAN, GLENDALE, MARY E.RANKIN, and MARCIA S.LEWIS are all listed as rebuilt with a deck added.

Schooner MARY J.CASTNER of 1877 is not listed.

The four vessels built in 1866 are all credited to Goss & Sawyer; no.1 on the list is JOHN CROOKER, launched 27 Feb.1866.

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ARGOSY OF GEOGRAPHY IDENTIFIED?-- For many years the National Geographic Society has reproduced and distributed a photograph of a bald-headed wooden bark, taken "in the Gulf Stream" by Dr. John Oliver La Gorce on 26 April 1920. It appears, for example, on page 64 of volume 2 of the 1951 cumulative index to the magazine.

We had always assumed that this vessel was a Scandinavian, as she does not look American or Canadian, but recently we discussed the matter with Alan Villiers. He promptly suggested the Spanish bark GUADALHORCE. Harold Huycke has just finished abstracting the sailing vessel passages from "Lloyd's List" 1919-1923, and from the copy he sent us we learn that GUADALHORCE sailed from Cadiz for Las Palmas on 28 Feb.1920, and from New York for Las Palmas on 29 May 1920.

With quick dispatch at New York in May, she very well could have been in the Straits of Florida heading north on 26 April 1920, and a photo that Harold lent us agrees fairly well with the "Argosy of Geography" photo. We would appreciate having any comments on this matter, either confirmatory or contradictory.

SAILING VESSELS BUILT IN THE UNITED KINGDOM, 1879
(All IRON unless noted otherwise)

Osbourne, Graham & Co., Hylton, Sunderland
EIVION Bark 1167 N.Wales Shipp.Co.Lim., Carnarvon. Burned Oct.1904.

Wm. Pickersgill & Sons, Southwick, Sunderland
JESSIE (WOOD) Bktn. 257 J. & J.Denham, Greenock. Wrecked 18 Feb.1893

Robert Thompson Jr., Sunderland
CUMBRIAN Bark 1083 Peter Iredale & Co., Liverpool. Hulked 1911.
LADY ELIZABETH Bark 1208 John Wilson, London. Hulked Falklands'13.

R. Craggs & Sons, Tees Dockyard, Middlesbro'
ISABEL CRAGGS Bark 770 Builders, Stockton
MARGARETHA C.H.H.Winters, Elsfleth. Wrecked Dec.1895.

John T. Crampton, Portsmouth
ENTERPRISE (WOOD)Bktn 285 Builder (a square-bilged barge model)

W. Date, Kingsbridge, South Devonshire
HILDA (WOOD) Bktn 264 John W.Hill, Salcombe. Lost Bahamas Sept.1880

J. Slade & Sons, Polruan, Fowey, Cornwall
E.S.HOCKEN (WOOD) 296 John H. Hocken, Fowey (a two-topsail 3m.schooner)

Thomas Royden & Sons, Queen's Pier Head, Liverpool
LORNTY Ship 1774 Louis H.McIntyre & Co., Liverpool
ATLAS 1887 (barge, of Boston)
CONEMAUGH 1902 J.M.Guffey Petr.Prod.Co., Galveston. Scrapped'41-'51.

Whitehaven Shipbuilding Co., Whitehaven
AVENGER Ship 1403 Wm.Grice & Co., London. 1904 ashore; floated 1916.
JOHN H. KIRBY 1916 W.B.Gillican, New Orleans. Sunk by WOLF 5 Nov.1917.

R. Williamson & Son, Harrington
OWEENEE Bark 1145 Bartholomew McCorkell & Co., Londonderry Missing '82.
OAKHURST Bark 1068 Builders, Workington
GERMAINE 1927 R.K.Bager, Marstal. Scrapped 1933, Italy.

Russell & Co., Port Glasgow
CROMARTYSHIRE Ship 1554 Thomas Law & Co., Glasgow. Wrecked 24 Oct.1906.
FALLS OF BRUAR 4m.S. 1808 Wright & Breakenridge, Glasgow. Lost 2 Sept.1887.
PEEBLESSHIRE Bark 916 Thomas Law & Co., Glasgow
BERGLIOT (Norwegian) Lost 2 May 1906 on Lombok.

H. Murray & Co., Port Glasgow
EUPHRATES 4m.Bk 1716 R. Hill & Co., Greenock. Dismasted & abnd.Jan.1912

Birrell, Stenhouse & Co., Dumbarton
DAVID LAW Ship 1584 David Law, Glasgow. Abandoned afire Sept.1880.
TRAVELLER Ship 1492 Richard C. Haws, Liverpool. Lost Feb.1897.

Archibald McMillan & Son, Dockyard, Dumbarton
MACLEOD Ship 1611 Builder
GANTOCK ROCK 1890 James Cornfoot, Glasgow. Broken up 1923
MACMILLAN Ship 1507 Builder (had 196-ft double bottom; sister to MACLEOD)
OCEAN (Russian)

Barclay, Curle & Co., Whiteinch, Glasgow
COUNTY OF ABERDEEN 4mS 1943 R. & J. Craig, Glasgow. Missing since Dec.1884.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow
COMUS Bark 733 Hugh Barton & Co., Glasgow
ORLEANS 1899 Capt.Michaud, Nantes. Foundered June 1909.

Alexander Stephen & Sons, Linthouse, Glasgow
TABASCO Bktn 220 Jencquel freres, Bordeaux

Alexander Hall & Co., Footdee, Aberdeen
QUATHLAMBA Bark 495 John T. Rennie & Son, Aberdeen
HAZEL CRAIG 1901 J.J.Craig, Auckland, N.Z.
WHITEPINE 1908 G. Nicol, Auckland. Hulked Melbourne 1922.

Walter Hood & Co., Aberdeen
SOPHOCLES Ship 1176 Geo.Thompson & Co., Aberdeen. Broken up 1925.

Alexander Stephen & Sons, Dundee
VICTORINE Ship 1259 A.D.Bordes, Bordeaux. Sunk by sub., 1917.

Harland & Wolff, Belfast.
LORD DUFFERIN Ship 1778 Thomas S. Dixon & Sons, Belfast
JUPITER (Danish) Broken up in Germany, 1910.

A. McLaine & Son, Belfast
ULSTER (WOOD) Bktn 299 W.P.Coleborn & Co., Liverpool Missing Jan.1892.

UNITED KINGDOM LISTS RESUMED

It is with a great deal of pleasure that we resume publication of lists of sailing vessels built in the United Kingdom before 1880. The basic lists are made possible through the cooperation of Andy Nesdall, who has dug launching lists since 1875 out of the files of "Mitchell's Maritime Register" in the Boston Public Library.

As before, Captain Harry Daniel of Montevideo has supplied most of the information on losses from his extensive files.

In the above list for 1879, and in the earlier lists to come, we have attempted to give original name, rig, and gross tonnage, owner for whom built, and original hailing port. When a name was changed, we have sought to give the year and the owner who changed the name. And finally the ultimate fate has been briefly stated.

We have attempted to include all vessels of 250 gross tons and upwards, and we shall include a few smaller vessels, particularly if they are iron or if they are products of a yard that also built larger vessels.

One minor mystery turned up while the 1879 list was being prepared. Two launching lists agree that Stephen of Dundee launched a bark ATHERNIE CASTLE on 15 Dec. 1879. However, she is not listed in the book "Stephen of Linthouse," and her name cannot be found in 1880 Lloyd's or the Mercantile Navy List, both of which were consulted in the compilation of our 1879 list.

The year 1879 was a very poor one for the building of sailing vessels, and the largest was the four-masted ship COUNTY OF ABERDEEN, 1943 tons.

Two vessels later American were the AVENGER, which lay ashore in the Gulf of Mexico off Mobile from 1904 to 1916, and the LORNTY, which was abandoned at Baltimore as a barge in 1941 and was salvaged at Port Covington in 1951 still two-thirds full of oil.

E.S.HOCKEN, according to Greenhill's "Merchant Schooners," came out as a three-masted two-topsail schooner (square topsails fore and main: a rare rig), but was soon turned into a barkentine. MACLEOD and MACMILLAN had identical dimensions, but the latter's double bottom was not counted in her tonnage.

EUPHRATES was an identical sister of BENARES in lines and rigging plan.

Statistics from the Thober list, continued from page 12.

State Built	1876	1877	1878	1879	1880	1881	1882
Maine	52	58	33	17	15	24	23
New Hampshire		1					
Massachusetts	7	17	8		1	4	2
Connecticut		1		1			
New York		3	2		1		
New Jersey	1	1		1			
Delaware		2	1		1		
Maryland			2				
California	1					2	1
Oregon	1					1	2
Washington	3		1		2	3	4
TOTAL	63	85	47	19	20	34	32
SHIPS--number	31	41	14	7	8	15	15
tonnage	48,188	63,698	23,606	11,788	12,760	27,674	28,702
largest	2187	2208	2110	2179	1988	2218	2281
smallest	1144	349	1375	1254	1110	1271	1339
BARKS--number	23	39	30	8	7	10	3
tonnage	19,252	27,163	23,084	7,227	5,955	8,656	2,246
largest	1175	1472	1459	1572	1648	1448	962
smallest	338	179	177	367	293	298	589
BARKENTINES--no.	9	5	3	4	5	9	14
tonnage	5,109	2,779	1,652	2,233	2,904	4,713	8,031
largest	772	666	785	741	667	694	699
smallest	423	376	387	349	471	335	348

State Built	1883	1884	1885	1886	1887	1888	1889
Maine	23	11	9	3	2	1	4
Massachusetts	1	1					1
New Jersey	1						
Pennsylvania	2	1					
Maryland		1	1			1	2
California	1						
Washington	1			2	2		1
TOTAL	29	14	10	5	4	2	8
SHIPS--number	16	7	4				1
tonnage	31,946	16,015	7,537				3,185
largest	2364	2583	2455				
smallest	1593	1838	1274				
BARKS--number	3	2	2	1	1	2	1
tonnage	3,198	1,850	1,510	325	314	1,413	1,028
largest	1566	1233	835			723	
smallest	700	617	675			690	
BARKENTINES--no.	10	5	3	4	3		6
tonnage	5,597	3,152	2,030	2,282	1,898		4,059
largest	695	700	790	644	678		721
smallest	390	569	542	515	604		615
FOUR-MASTED BARK--no.			1				
tonnage			2,629				

(There was also a four-masted bark of 2516 tons included among the ships of 1874 on page 12. Without her there were 46 ships totalling 70,001 tons, the largest of 2220 tons)

The 1873 figures were altered by transposing a bark to the barkentine column. The correct totals are 23 barks of 16,531 tons (smallest 410 tons) and 15 barkentines of 7,183 tons.

State Built	1890	1891	1892	1893	1894	1895	1896
Maine	11	7	4	1	2		1
Massachusetts	1			1			
New Jersey			1				
California	1		2				
Oregon	1	1			1	1	1
Washington	1	1	1				
TOTAL	15	9	8	2	3	1	2
SHIPS--number	2	1		1			
tonnage	3,925	2,495		2,124			
larger	2043						
smaller	1882						
BARKS--number	2	1		1			
tonnage	1,936	1,669		1,141			
larger	1253						
smaller	683						
BARKENTINES--no.	8	3	3				
tonnage	6,120	2,285	1,777				
largest	889	777	686				
smallest	658	750	413				
FOUR-MASTED BARKS	1	1	1		1		
tonnage	3,407	2,745	3,539		3,005		
4-MASTED BARKENT.	2	3	4*		2	1	2
tonnage	1,516	2,069	4,572*		1,528	692	1,649
largest	850	879	1469*		944		941
smallest	666	499	940		584		708

State Built	1897	1898	1899	1900	1901	1902	1870-1902
Maine		1	3	1	2	1	533
California			2	1	4	5	22
Oregon	1			1			15
Washington					4	1	33
TOTAL	1	1	5	3	10	7	775

(Included in the 775 are the following other state totals: New Hampshire, 7; Massachusetts, 119; Connecticut, 6; New York, 13; New Jersey, 7; Pennsylvania, 4; Delaware, 5; Maryland, 10; and South Carolina, 1)

SHIPS-- none built 1897-1902. 302 of 488,433 tons; largest 3185, smallest 349							
BARKS-- no.			1				261
tonnage			1,570				196,651
largest							1669
smallest							177
BARKENTINES--no.			2	1			169
tonnage			1,564	755			94,862
largest			890				890
smallest			674				223
FOUR-MASTED BARKS		1	2	1	2	1	13
tonnage		2,998	6,415	3,292	6,662	3,381	40,589
largest			3209		3374		3539
smallest			3206		3288		2516
FOUR-MAST BKTNS.	1			1	8	6	30
tonnage	651			1,187	8,739	6,720	29,323
largest					1274	1554	1554
smallest					891	899	499

*the four-masted barkentine total for 1892 includes OLYMPIC of 1469 tons; without her the largest barkentine was 1192 tons that year.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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THE SHIPBUILDERS OF BATH, MAINE
X. The Bowkers of Phippsburg

Along with the Minotts, whom we covered in the last issue of LOG CHIPS, the Bowkers were the principal builders at Phippsburg. They built chiefly on contract rather than for their own account, and during the first two decades of the 20th Century they were building three-masted schooners when nearly every other builder in Maine had turned to larger schooners or barges.

We interviewed Walter Bowker at Bath in 1948, 5 years before his death, but unfortunately we have not yet completely straightened out all the family. The first of whom we have positive knowledge as a shipbuilder was Joseph Bowker. According to Walter Bowker, his grandfather was a builder of Boston coasters. The following list is all the vessels we can positively attribute to him:

1867	Sch	EMMA A. CUTTING	71
1869	Sch	ANNIE G. BOWKER	75
1871	Sch	SASANOA	83
1877	Sch	KATE LILLY	92
1875	Sch	MARY B. ROGERS	92

The master carpenter of SASANOA is given as Sewall Bowker, but we have no further information on him. Simultaneously, Timothy Bowker was building at Phippsburg; he must have been Joseph's brother or son, and may actually have been associated with him. At any rate, here is the list credited to Timothy B.Bowker at Phippsburg:

1872	Sch	CAMBRIDGE	71
1873	Sch	MARY SANDS	98
1873	Sch	STONY BROOK	63

Joseph Bowker and his second wife, Mary, had a son, Frank Samuel, born 14 Dec.1846. Frank S.Bowker for some years was Minott's master builder. About 1883 he bought a shipyard site at Phippsburg Center, where he went into business for himself. Later on he took his son Walter Henry (born 14 Dec.1874) as a partner, and the firm was styled F.S.Bowker & Son. The following list of vessels built by F.S.Bowker or F.S. Bowker & Son is probably not complete:

1871	Slp	GRAY EAGLE	11	
1874	Slp	MILO	48	
1879	Sch	HENRY L. WYMAN	17	
1886	Slp	SABINO	46	
1890	3mSch	ABBIE BOWKER	191	*
1891	3mSch	HENRY H.CHAMBERLAIN	245	*
1892	3mSch	WM.H.DAVENPORT	256	*
1893	3mSch	JAMES H. DUDLEY	367	*
1894	Sch	ABENAKI	176	
1895	Slp	WALTER E. (Scow)	9	
1900	3mSch	HENRY WEILER	400	*
1900	3mSch	JOHN W. DANA	556	*
1901	3mSch	SEGUIN	405	
1901	Slp	MASCOT (Scow)	24	
1902	3mSch	KATE FEORE	382	
1902	Slp	MARION (Scow)	33	
1902	3mSch	MADELEINE	463	*
1903	3mSch	DORIS	382	
1903	3mSch	GEORGIA D.JENKINS	471	
1903	3mSch	FRED W. AYER	387	
1904	3mSch	JULIA P. COLE	495	
1904	3mSch	PERSIS A. COLWELL	516	
1906	4mSch	AUBURN	633	
1906	3mSch	HERBERT MAY	384	
1907	3mSch	ANTOINETTE	299	
1907	3mSch	HORACE M.BICKFORD	503	
1909	3mSch	RICHARD W.CLARK	503	
1909	3mSch	G. J. CHERRY	533	
1910	3mSch	WILLIAM E.LITCHFIELD	542	R&W
1908	3mSch	FRANK B. WITHERBEE	504	R&W
1911	3mSch	EDWARD R. SMITH	565	R&W
1912	3mSch	EDWIN G. FARRAR	556	R&W
1913	3mSch	WILLIAM M.CRITCHETT	544	R&W
1914	3mSch	ALBERT H. WILLIS	567	R&W
1915	3mSch	GEORGE S. SMITH	577	R&W
1916	3mSch	JAMES M.W.HALL	572	R&W
1917	4mSch	ALICE M. KAFKA	686	
1917	3mSch	MARGARET L.ROBERTS	535	
1918	4mSch	JOHN R. FOX	741	
1919	4mSch	MARY STUART	726	
1920	4mSch	AMELIA ZEMAN	738	
1921	4mSch	LAURA ANNIE BARNES	698	

F.S.Bowker was managing owner of the vessels marked with an asterisk; Rogers & Webb of Boston managed 8 as indicated; and the rest were owned widely. Timothy B.Bowker is listed as master carpenter of the ABBIE BOWKER (which was named for a cousin of Walter Bowker). In her ownership, Charles V.Minott and F.S.Bowker each held 1/16 and Wm.R.Bowker had 1/64. The latter also owned ½ of the scow sloop WALTER E.

The ABBIE BOWKER was considered (cntd.p.5)

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LOG CHIPS is published by John Lyman. With this issue, publication is temporarily suspended until after February 1956. From 1 August 1955 to the end of January 1956, our address will be care of Scripps Institution of Oceanography, La Jolla, Calif.

BOOK REVIEWS

TRAUNG, Jan-Olof (Editor), "Fishing boats of the world," xx, 579, xlvi pp; 604 figs; index. Fishing News, London, 1955. Price £4. 10. 0. or $12.50.

In 1953 the Food and Agriculture Organization of the United Nations held an International Fishing Boat Congress, with sessions at Paris, France, and Miami, Florida. Over 150 experts in various phases of the subject participated in the sessions, which were broken down into the general fields of boat types, naval architecture, engineering, and factory ships.

The transactions of the Congress, which have been edited for publication by a FAO staff naval architect, form a fascinating and valuable record of the present-day fishing craft of almost every country of the world. The east and west coasts of North America are well represented, with H.I.Chapelle and H.C.Hanson furnishing valuable sets of data. West Pakistan is also covered, with an extensive series of lines drawings of local types, and there is a similar series on Portugal.

For larger powered types, there are articles on Dutch, French, Spanish, Irish, German, and Japanese trawlers or pelagic fishing vessels. A paper by Dwight S. Simpson on the development of the New England trawler is an important historical contribution.

The other topics covered are equally well handled, and the result is a book that for years to come will be freely consulted as the standard work of its kind.

RICHARDSON, K.I.T., "The Gyroscope Applied," 384 pp; 222 ill; index. Philosophical Library, N.Y., 1954. Price $15.00

The gyroscope has several maritime applications: to the steering of ships, to the elimination of rolling, to the directing of naval gunfire, to mention a few, and this book goes into them fully.

The author first takes up the basic principles of the gyroscope, reserving the mathematical theory for an appendix, and then tells its history. It is interesting to note that Foucault devised a gyroscope in 1852 as an additional demonstration of the earth's rotation to his pendulum, and he coined its present name, meaning an "instrument for viewing rotation."

There are six very complete chapters on the gyro compass and automatic steering control, followed by three on ship stabilization. Future use in space ships is touched on briefly.

PETREJUS, E.W., "De Bomschuit: een verdwenen scheepstype," 111 pp, 79 figs, 31 pl. Maritiem Museum "Prins Hendrik," Rotterdam, 1954.

The "pom," "bomschuit," or "pink," was a heavily-built, nearly square-ended clinker-built fishing vessel, designed to operate over the beaches of such North Sea ports as Katwijk and Scheveningen. In 1951, Jb.van der Ende, son of one of the last builders of the craft, presented the "Prins Hendrik" Museum with a set of drawings of them and a manuscript describing their construction and operation in great detail.

From these sources, the well-known marine artist and writer, E.W.Petrejus, has put together this book. It commences with a history of the coastal fisheries and of the development of the bom; then completely describes their construction, with numerous beautifully-executed drawings; and finally tells of the fishing gear used with them.

The illustrations include both reproductions of paintings and etchings of boms by the Dutch masters and photographs of more recent versions of the type. There is also a color plate showing the marks and devices by which 72 different boms were distinguished at Scheveningen about 1890.

Each chapter is provided with an unobtrusive set of notes. Appendices give the measurements of a pink after Witsen, 1671; an inventory of another in 1759; and a table of recorded dimensions from 1531 to 1895. This book is an excellent example of a monograph on a single vessel type, and should be consulted by anyone interested in the technical side of wooden shipbuiding.

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EADDY, P.A., "Sails beneath the Southern Cross," 196 pp; 21 pl; index. A.H.& A.W. Reed, Wellington, N.Z., 1954. Price 17s 6d or $2.50.

The author of this delightful book arrived in New Zealand in 1883 in the Shaw, Savill bark CLYDE as a one-year-old passenger. In 1901 he first went deep water on a trading voyage in the barkentine YSABEL to Tonga and others of the islands to the north of New Zealand. Later he made another deep-water voyage described in his book "Hull Down," and his service in the New Zealand schooner scows formed the basis of "'Neath Swating Spars" in 1939.

In this book, Mr. Eaddy tells of a great many vessels, mostly barks and barkentines engaged in trade between New Zealand and

Australia. It is a hard book to classify, as it is partly narrative of the author's own sailing and partly history. There is an excellent set of illustrations of craft mentioned in the text.

***

"Flaggenkunde," 68 pp; 300 ill. Kurt Schroeder, Bonn, 1953. Price DM 4.50($1.10)

This little book opens with a short essay on the history of the black-red-gold flag of the Bonn Republic, by Albert Franz, and then presents 300 colored illustrations of contemporary flags of the world and flags of German provinces and cities.

Information on local German banners is hard to come by, and anyone interested in such matters will find this book a useful reference source.

***

WALTON, E.W.Kevin, "Two years in the Antarctic," 194 pp; 6 ill; 29 pl; index. Philosophical Library, New York, 1955. Price $4.75.

The two years of the title were 1946 and 1947. The author, an engineering lieutenant in the Royal Navy, was a member of the Falklands Islands Dependencies Survey under Surgeon-Commander Bingham, R.N., which occupied several bases in the Palmer Peninsula (or Graham Land, as the British call it). Walton was stationed at Debenham Island in Marguerite Bay, and in March 1947 the American ship PORT OF BEAUMONT appeared with Finn Ronne's expedition, which set up camp a few miles away at Stonington I.

The 1940 American camp there had been looted by various expeditions in the interim (Walton gives the Chileans and Argentines the credit), and its pillaged state was the cause of considerable coolness between the two parties at first; but eventually cordial relations were set up, and the two groups finally cooperated in surveying the peninsula. Both parties would probably still be there had not the U.S.icebreakers EDISTO and BURTON ISLAND shown up in February 1948 and broken a passage for the JOHN BISCOE and PORT OF BEAUMONT.

Exploring is said to get in the blood, and Walton is no exception: he dates his preface "somewhere west of Greenland and north of the Arctic Circle. August 1954."

***

GRÖNER, Erich, "Die Schiffe der Deutschen Kriegsmarine und Luftwaffe 1939-45 und ihr Verbleib," 84 pp; ill. J.F.Lehmanns Verlag, München, 1954. Price DM 9.60 ($2.30).

This little book gives a tremendous amount of information in extremely condensed form. It provides recognition sketches of all the vessels of the German Navy and Air Force during World War II, gives particulars of their armor, armament, dimensions, and machinery, and tells what became of them.

A system of symbols and abbreviations permits many more data to be included than the small size of the volume would indicate. The war losses are broken down very thoroughly by causes.

***

"La Marina Italiana nella Seconda Guerra Mondiale. Navi perdute." Tomo II- Navi Mercantili, 357 pp, index. Istituto Poligrafico dello Stato, Roma, 1952. Price Lire 1100 or $1.75.

This is another book of war losses, prepared by the Italian Office of Naval History. The first volume covered warships, and volume II is a list of merchant ships of the Italian marine lost during World War II.

The arrangement is chronological, giving name, type, year built, tonnage, owner, and date and cause of loss. There are separate lists of powered vessels and sail vessels, of ships lost through capture, and of war-connected losses before and after the period that Italy was combatant.

***

BATTSON, R.K., "Modelling Tudor ships," x, 78 pp; 45 figs. Percival Marshall & Co., Ltd., London, 1955. Price 4/6 (65¢).

This little volume is another in the excellent series published by Percival Marshall for the benefit of the modeller who has graduated from assembling kits but is not in a position to do extensive research before undertaking a new model.

Mr.Battson has written a book to go with a set of plans of Drake's GOLDEN HIND of 1580, prepared by the late Clive Millward (see "Ships & Ship Models" for Feb.1940). The result is a built-up model 15" long (scale 1/60), of a truly historic vessel.

***

SPENGEMANN, Friedrich, "Afrikafahrer," 136 pp, 8 ill. The author: Bremen/St.Magnus, 1954. Price DM 10 or $2.40.

This latest addition to the series of Herr Spengemann's booklets is a history of German trade with Africa during the sailing ship period. It is a more pleasant history than that of most nations, as there are only two cases in the 19th Century where German vessels were accused of slaving, and these are more than offset by the activities of the Basel Missionary Society, which sailed its ships under the Hanoverian and Prussian flags.

MILLWARD, C.N., "Modelling the REVENGE," 85 pp, 83 figs. Percival Marshall & Co., Ltd., London, 1955. Price 5/- or 70¢.

This is another little book on a Tudor vessel, the REVENGE being Drake's flagship of 1580. It is also designed for use in connection with a set of Clive Millward plans, which at 1/96 scale give a hull 17" long. The bread-and-butter method is used for the hull.

Edited by E.Bowness, the book is illustrated with an exceptionally well drawn set of figures, showing everything from an anchor buoy to a stern lantern. Although the REVENGE herself is perhaps of less interest to Americans than some of her contemporaries that carried expeditions to North America, the data in this book are equally pertinent to any large English vessels of the late 16th Century.

***

HANDELS OG SØFARTSMUSEET PÅ KRONBORG, Årbog 1954, 160 pp; ill. Helsingør, 1954.

The yearbook for 1954 includes an article on 18th Century ships depicted on Dutch tiles; an account of the shipbuilder E.C.Benzon of Nykøbing (1825-1912), with a list of 79 vessels built by him and plans of a jagt-schooner of 1871; and a history of the Danish Asiatic Company's frigate DISCO of 1778, with detailed construction and sail plans. The latter is particularly interesting as a contemporary of our Revolutionary frigates, and the plans give more details than are available for the American vessels, even of those captured and studied in British dockyards.

***

BATTSON, R.K., "The Shipmodeller's Workshop," 81 pp; 74 figs. Percival Marshall, London, 1954. Price 3/6 (50¢).

First published in 1950, this book has been revised and reprinted. It is not, as the title might suggest, a description of the tools and devices used in building ship models, but instead is a sort of glossary of ship fittings, from anchors to yards, of all periods and for both scale and sailing models.

Obviously in 81 pages only the high spots can be touched on, but there are a number of useful hints and dodges which will repay study by the modeller.

***

DOG WATCH, No.11, 144 pp; ill. Shiplovers' Society of Victoria, Melbourne, 1954. Price 4/6 (55¢).

The usual fascinating mixture of history and personal reminiscences is continued in this year's edition of the yearbook, edited as previously by Miss S.A.E.Strom. There is a foreword by Alan Villiers. Particularly notable are accounts of the Aberdeen liner SALAMIS, the Blackwaller SUPERB, and the early steamer GREAT BRITAIN.

***

LAUDER, J.P., and R.H.BIGGS, "Ships in bottles," 74 pp; 45 figs; glossary; index. London, Percival Marshall & Co.Ltd. Reprinted 1954. Price 3/6 or 50¢.

First published in 1949, this volume is a complete treatise on the art of assembling models inside bottles or other glass containers, a craft that never ceases to mystify the uninitiated, but which is after all fairly simple of accomplishment. As a hobby, ships in bottles have much to recommend them in comparison with other forms of model making: the products are compact, easy to stow, and no trouble at all to keep clean.

The authors have covered rather thoroughly all phases of the art, which used to be practiced extensively in ships' forecastles, except for the final detail of fashioning a wedged stopper. The latter, properly done, can be as mystifying as the ship itself, and those sceptics who declare that the bottle was blown around the ship, or that the ship was inserted through a carefully concealed hole, are invariably unable to account for a cork that cannot be withdrawn in either direction.

***

KIRCHEISS, Carl, "Wasser, Wind und weite Welt; als Schiffsjunge um die Erde," 310 pp; glossary; illustrated end-papers. C. Beterlsmann Verlag, Hamburg, 1954. Price DM 6.85 or $1.70.

Captain Kircheiss, who will be recognized as von Luckner's navigator in the SEEADLER, was born in Harburg in 1887, the son of an innkeeper. This book tells of his early days in a few pages and then describes his first going to sea as boy and O.S.in the bark NÜRNBERG (ex CARNARVON CASTLE) between 1901 and 1904. It is a delightful tale, full of sea lore, and illustrated with pen drawings.

***

BLISS, James & Co., Inc.,"Scale Models; 1954 catalog," 55 pp; ill; index. James Bliss & Co., Boston, 1954. Price 25¢.

The century-old Boston shipchandlery of James Bliss now has a flourishing model department. Their catalog lists a wide range of kits, plans, fittings, and materials for all types of models.

FORBES, Allen, "Whale ships and whaling scenes as portrayed by Benjamin Russell," 76 pp; ill.in color. Second Bank-State Street Trust Co., Boston, Mass., 1955.

The State Street Trust Company issued 38 illustrated brochures on various historical subjects, chiefly maritime, and now, in a new corporate identity, continues the series.

This one is devoted to the works of Benjamin Russell of New Bedford (1804-1885), who, when nearly 60, took up water-color ship portraiture. His products were mostly whalers, as the title suggests, but there are also two coasting schooners illustrated. Another useful illustration is of a broadside sheet of New Bedford private signals, about 1837.

"Merchant ships: world built; vessels of 1000 tons gross and over completed in 1954," 264 pp; ill. Adlard Coles Lim., Southampton, in association with John de Graff, Inc., New York, 1955. Price $5.00.

The third in a series of yearbooks which started with "Merchant ships: British built," this volume gives a complete list of all vessels over 1000 tons built during 1954, with owner, builder, dimensions, and machinery details. Of these, about 160 are illustrated with photographs, and there are 20 arrangement plans or profiles.

The Italian CRISTOFORO COLOMBO and the P.& O.ARCADIA, both of 29,000-plus tons were the largest passenger vessels of the year, and both are fully described. The biggest cargo vessel on a gross tonnage basis was the German-built tanker AL-MALIK-SAUD AL-AWAL (46,548 DW) and on a deadweight basis was the Japanese-built ore carrier ORE TRANSPORT (60,457 DW and 21,690 gross).

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THE BOWKERS OF PHIPPSBURG (contd.from p.1)

the first vessel built by F.S.Bowker on his own account; she and the H.H.CHAMBERLAIN were built about a mile up the Kennebec from the place at Phippsburg Center just below the Minott yard where the Bowkers later conducted their operations. F.S.Bowker served a term in the Maine House of Representatives in 1911; he died in 1928.

Walter Bowker got back into wooden shipbuilding during World War II. He was first associated with a man from Portland, Me., who was bidding on wooden barges to be constructed for the War Shipping Administration; but they bid high and did not receive an award. Later he served as an inspector for the War Shipping Administration for the building of two groups of these barges, the WHITE OAK and WHITE OAK II at the Belfast, Me., yard of Jackson Bros.' Belfast Shipbuilding Corporation, and the WHITE ASH, WHITE ASH II, and WHITE ASH III at the Richmond Shipbuilding Corp. yard at South Gardiner. These were B3-F1 barges about 180 x 35 x 17 ft., carrying about 1440 tons and grossing about 860, completed in 1943.

As almost the sole supporters of the three-masted schooner in Maine, the Bowkers found their know-how in considerable demand during World War I, and they made molds for less experienced builders to use in yards from East Boothbay to Mobile. Lew Parker tells us that only two simple drawings accompanied the molds, all the rest being up to the individual builders.

It is not easy after this lapse of time to identify the vessels built to Bowker designs. Lew Parker credits them with the three four-masters built at Linoleumville, Staten I., in 1918-20: AZUA, R.R.GOVIN, and TOLINA. The JERE G.SHAW, at Biddeford, Me., in 1918, is another. The FRANK A.MOREY, a three-master at Rockland in 1917, was mentioned to us by Mr.Bowker, and her dimensions were very close to those of the GEORGE S.SMITH. Two three-masters built by R.L.Bean at Camden in 1909, the FRANK E.SWAIN and FRANK M.LOW are also likely candidates; all three of these were built for Rogers and Webb.

The Mobile schooner might have been RENA A.MURPHY in 1918, a couple of feet shoaler than the Maine-built schooners but with dimensions otherwise agreeing with the Bowker model. Mr.Bowker told us in 1948 that a set of his molds, from which Fields Pendleton had built one schooner, was still in an attic in Phippsburg.

It was the custom of the Phippsburg builders to build only in the summer. The big Minott square-riggers would take two summers to complete. The builders spent the winter getting out materials, and the men chopped wood. The carpenters lived all winter on credit from the store run by the Minotts at Phippsburg. Many of the carpenters in the period just before World War I came up from Nova Scotia to work at Phippsburg. They were paid $1.75 for a 10-hour day. The week was 55 hours, and they were paid each Saturday noon for their time up to Friday night.

GERMAN SAILING VESSELS AND WORLD WAR I.

Virtually the entire German merchant fleet as it existed in 1914 was lost or confiscated as a result of the first World War. Of the sailing vessels, some were interned in belligerent enemy ports in August 1914, some were captured by the British and French Navies on the high seas, and many took shelter in neutral ports. Later Portugal, U.S.A., Peru, and Brazil entered the war and seized the German shipping in their ports. Thus, only those ships in German, Mexican, Chilean, Spanish and other neutral harbors remained under German control at the end of 1918.

Under the Treaty of Versailles, all German vessels over 1600 gross tons and half of those from 1000 to 1600 had to be handed over to the Reparation Commission as partial replacement for Allied vessels sunk or damaged during the war. The Treaty went into effect on 10 Jan.1920, but it was some time before action was taken to move the vessels in the Pacific. In September 1920 the steamer LUCIE WOERMANN left Hamburg for Panama and the West Coast of South America with 850 German seamen to man the vessels in Chilean waters. Her disorderly voyage was described in Jan Valtin's book "Out of the Night." Most of the vessels in Chilean waters sailed around the Horn under the German flag with nitrate to European ports, and were then transferred to Great Britain, France, Italy or Greece for disposal.

A few, notably of the Laeisz fleet, were repurchased by their former owners; many were laid up until sold for scrap; a few went to sea again under the German, Finnish, and Danzig flags. The vessels in Mexican ports were first announced as taking grain from Portland, Oregon, to Europe, but in October 1920 it was decided to send their crews home, and beginning in February 1921 the vessels were towed to San Francisco, where most were purchased by the Dollar Line.

Harold Huycke of Tacoma, Washington, has compiled for us the following list of German sailing vessels as of 1914. Arranged in fleets by owners, it gives ship's name, country and year built (U.K. is United Kingdom, Fr is France, Ge is Germany, Ho is Holland, etc.), the port where the vessel took shelter at the start of the war, the Allied country that seized or captured her (with year) or the country to which allocated by the Reparation Commission under Versailles, the last known name and flag under which the vessel actively sailed, and her final fate.

F. Laeisz, Hamburg.

PAMIR	Ge '05	Teneriffe	Italy	German PAMIR	Still going
PARMA	UK '02	Iquique	Britain	Finnish PARMA	Scrapped 1937.
PASSAT	Ge '11	Iquique	France	German PASSAT	Still afloat
PEIHO	UK '02	Caleta Buena	Britain	German PEIHO	Wrecked Mar.'23.
PEKING	Ge '11	Valparaiso	Italy	German PEKING	Tr.sh.ARETHUSA 1932.
PELIKAN	Ho '05	Valparaiso	Britain?	Norwegian BELLCO	Scrapped 1926.
PENANG	Ge '05	Hamburg	?	Finnish PENANG	Torpedoed June 1940.
PERIM	UK '03	Antwerp	Italy		Scrapped 1924.
PERKEO	UK '01	at sea	Britain '14.	Norwegian BELL	Torpedoed March 1916.
PETSCHILI	Ge '03	Valparaiso	---.	Wrecked at Valparaiso	12 July 1919.
PINGUIN	It '03	Hamburg	France	French JACOBSEN	Scrapped 1924.
PINNAS	UK '02	Valparaiso	France	German PINNAS	Abnd.April 1929.
PIRNA	Ge '94	Hamburg	Italy	Italian PINUS.	?Scrapped 1926?
POMMERN	UK '03	Valparaiso	Greece	Finnish POMMERN	Now at Mariehamn.
PONAPE	It '03	at sea	G.Brit.'14	Finnish PONAPE	Scrapped 1936.
POTOSI	Ge '95	Valparaiso	France	Chilean LAURA	Sunk 19 Oct.1925.

The Laeisz line in 1916 and 1917 sold all their vessels laid up in German ports, and proceeded with the construction of two more. One, POLA, completed in 1917, had to be handed over to France; as RICHELIEU she ended as a barge at Baltimore, Md., after an explosion on board in 1926, and was scrapped about 1933. The PRIWALL, not quite ready for sea when the Versailles Treaty was signed, was retained by Laeisz, after some fast talking by Laeisz partner Paul Ganssauge in London, even though the Treaty specifically mentioned vessels building as among those to be handed over. (At this point we wish to correct an error on p.136 of the last issue of LOG CHIPS, where we stated that the book "F L" incorrectly called PRIWALL ex POLA. The book actually says that PRIWALL like POLA (not as POLA) was built in 1916-19). The line also sold POTOSI in 1920, and bought back PINNAS and the first five vessels in the above list from the Reparation Commission in 1921-24.

Rhederei-Aktien-Gesellschaft von 1896, Hamburg.

ATHENE	UK	'92	Sydney, NSW	Austr.'15	COOROY, British. Torpedoed Aug.'17.
ERATO	UK	'90	Hamburg	Sold Finn.'20	Swedish ERATO ?Scrapped 1924?
HEBE	UK	'91	Mollendo	Peru 1917	Peruv.CONTRAMAESTRE DUENAS. ?
MAIPO	Ge	'93	Callao	Peru 1917	Peruvian MAIPO, Nightclub MALABOO '55.
MELPOMENE	UK	'91	at sea	G.Brit.'14	Norweg.SOLGRAN Sunk 1917?
OCEANA	UK	'92	Antofagasta	Italy	Italian OCEANA. ?Scrapped '22/3?
ODESSA	UK	'88	at sea	G.Brit.'14	Norweh.HIPPALOS Scrapped 1925
OLINDA	UK	'03	Newcastle NSW	G.Brit'15	British CARDINIA Wrecked Sep.1921.
OLIVA	UK	'01	Valparaiso	France	Peruvian DHARMA Trading 1925.
OLONA	UK	'03	at sea	G.Brit.'14	Norwegian STELLA. Wrecked Nov.'20.
OLYMPIA	Ho	'04	Iquique	Italy	Italian OLYMPIA. ?Scrapped 1926?
OMAHA	Ge	'91	Caldera	France	German OMAHA ?Scrapped 1924?
OMEGA	UK	'87	Callao	Peru 1917	Peruvian OMEGA Still going.
ONDA	UK	'93	Mejillones	France	German ONDA ?Scrapped 1922?
OPHELIA	UK	'91	Caleta Colosa	"	German OPHELIA ?Scrapped 1922?
ORLANDA	Ge	'92	at sea	G.Brit.'14	British CARDONIA ?Sunk 1917?
OROTAVA	UK	'01	Sta.Rosalia	France	Amer.JAMES DOLLAR Afloat as barge.
OSSA	UK	'02	at sea	G.Brit.'14	British KINPURNEY Sunk by U-Boat 1917.
OSTARA	UK	'96	Pisagua	Italy	German OSTARA ?Scrapped 1922?
OTTAWA	UK	'88	San Fran.	U.S.1917	Amer.MUSCOOTA Hulked 1924.
TERPSICHORE	UK	'83	Limerick	G.Brit.'15	British TERPSICHORE Hulked 1923.
URANIA	UK	'02	at sea	G.Brit.'14	British SCALA SHELL, steam tanker.

Knöhr & Burchard Nfl., Hamburg

BARMBEK	UK	'86	at sea	France'14	French PACIFIQUE ?Scrapped 1922?
DALBEK	UK	'92	Portland,O.	U.S.1917	Amer.MONONGAHELA Barge'36; lost'43.
EILBEK	UK	'92	Delfzyl	?	German TAMARA XV Scrapped 1924-5.
FLOTTBEK	UK	'91	Antofagasta	France	German FLOTTBEK ?Scrapped 1922?
GOLDBEK	UK	'93	at sea	Gt.Brit.'14	Norwegian STEINSUND Missing Apr,1920.
ISEBEK	UK	'92	Valparaiso	France	Chilean MARIA Wrecked Jan.1926
JERSBEK	UK	'92	Corral	France	German JERSBEK Hulked 1922.
LASBEK	UK	'94	Guaymas, Mex.	"	German LASBEK Scrapped 1930.
OSTERBEK	UK	'90	Antofagasta	Britain	German VALBORG SKOGLAND; scrapped '24.
REINBEK	UK	'89	Sta.Rosalia	France	German REINBEK Scrapped 1929.
SCHIFFBEK	UK	'86	?	Portug.'17	Port.SANTA MARIA Burned Sept.'18.
SCHURBEK	UK	'02	Sta.Rosalia	Italy	Amer.JOSEPH DOLLAR Hulked 1929.
SCHWARZENBEK	UK	'92	Cardiff	G.Brit.'15	British LLANDAFF Missing 1916.
STEINBEK	UK	'92	Puget Snd.	U.S.1917	Amer.STAR OF FALKLAND Wrecked 1928.
TARPENBEK	UK	'92	Antofagasta	Britain	German TAMARA XII. Wrecked 1923.
THIELBEK	UK	'93	Sta.Rosalia	"	Amer.DAVID DOLLAR Scrapped 1929.
WANDSBEK	UK	'92	Sta.Rosalia	Italy	Wrecked at Santa Rosalia 1924.

August Bolten, Wm. Millers Nachfolger, Hamburg
(some of the vessels were managed for Vinnen Gebr., Bremen)

CARL	UK	'93	Cardiff	G.Brit.'15	British CARL ?Sunk 1917?
ELFRIEDA	UK	'73	Bristol	G.Brit.'15	British CLEVEDON Hulked 1922
GUSTAV	UK	'92	Mejillones	France	Finnish MELBOURNE Lost June 1932
HELIOS	Ge	'91	Taltal	(under Versailles size)	Ger.HELIOS ?Scrapped 1926?
HENRIETTE	UK	'85	?	Brazil '17	Braz.ALMIRANTE SALDANHA. ?Scrapped'27?
LENI	Ge	'91	Mejillones	Italy	German LENI ?Scrapped 1922?
ULRICH	UK	'92	at sea	G.Brit'14	Norweg.SYDNAES Abandoned Mar.'20.

G. J. H. Siemers & Co., Hamburg

EDMUND	UK	'91	Iquique	France	French FAULCONNIER Scrapped 1923.
EGON	UK	'02	Sta.Rosalia	Italy	Amer.JANET DOLLAR Hulked 1927.
HANS	UK	'04	Sta.Rosalia	Britain	Port.CIDADE DO PORTO Dismantled 1948.
HERBERT	UK	'92	Iquique	France	Ger.LEMKENHAFEN Wrecked June '24.
KURT	UK	'04	Astoria, O.	U.S.'17	Finn.MOSHULU Now hulk, Sweden.

(The above data on HERBERT correct pp. 9 and 140-141 of "Windjammers Significant")

(to be concluded)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1878

S.P.Austin & Hunter, Sunderland

OBERON	Bark	762	Gerd Bolte, Elsfleth.	1920 lost on W coast Jutland.
TRITON	Bark	759	Gerd Bolte, Elsfleth	1913 lost on Raratonga.

John Blumer, Sunderland

PENDLE HILL	Bktn	234	Wm. Price, Whitehaven.	1910 hulked Australia.

William Doxford & Sons, Pallion, Sunderland

DUNCOW	Ship	1715	John Houston, Liverpool	
MICHELE BIANCHI			Bianchi, Spezia	
VESUVIO			A.Borelli, Torre del Greco.	Scrapped 1914, Genoa.
GLANIVOR	Bark	1115	David P. Williams, Carnarvon	
NOSTRA SIGNORA DELLE GRAZIE (Italian)				
TERESA			1913 P.Vidal, Barcelona	
PEDRO			1918 Hijos de Pedro Catasus, Barcelona.	Broken up 1935.
MOEL RHIWAN	Bark	1117	Wm.E.Jones, Carnarvon.	Abnd.13 Feb.1884 off Lundy.
SCOTTISH ADMIRAL	Bark	986	McIlwraith, McEacharn & Co., London.	Sunk Feb.1894.

Gibbon, Sunderland

CRICKET (WOOD)	Bark	333	Wm. C. Jarvis, Liverpool	

James Laing, Sunderland

FOXGLOVE	Bark	879	Robert H. Gayner, Sunderland	
THORA			1897 C.L.Endresen, Kristiansand.	Jul.'10 wrecked N.Zea.

Mounsey & Foster, Sunderland.

GWALIA	Ship	1425	Arvon Shipp.Co., Liverpool.	Wrecked 13 Feb.1880.
MEIRION	Ship	1420	Arvon Shipp.Co., Liverpool.	Wrecked 7 Sept.1879.

Osbourne, Graham & Co., Hylton, Sunderland

ALEXA	Bark	441	Walter Turnbull & Co., Wellington, N.Z.	
MONA	Bark	1073	John Owen, Liverpool.	

Wm. Pickersgill & Sons, Southwick, Sunderland

CALEDONIA (WOOD)	Bktn	324	John Duncan Jr., Banff	
ELEANOR & JANE "	Sch	125	Owen Owen, Aberystwith	
JANE (WOOD)	Bktn	266	J. & J. Denholm, Greenock	
POLLY (WOOD)	Bktn	255	J. & J. Denholm, Greenock	
THEMIS			E. Follin, Fecamp.	

Robert Thompson, Jr., Sunderland

REMONSTRANT	Bark	1078	Robert Conaway & Co., Liverpool.	Submarined Aug.1918
THORNE	Bark	905	Dixon, Irwin & Co., Liverpool.	25 Jan.'90 lost I.of Man.

W. Gray & Co., West Hartlepool

LIBURNIAN	Ship	1543	J. Lidgett & Sons, London	

Richardson, Duck & Co., Stockton-on-Tees

SIERRA COLONNA	Ship	1499	Thompson, Anderson & Co., Liverpool	
COLONNA			1903 J.A.Henschien, Lillesand.	1914 sold in Australia.

Dyer, New Shoreham

OLIVE BRANCH (WD)	Sch	112	Miss Mary Frances Dyer, London	
OSMAN PACHA (WD)	Bark	509	Builder	Missing March 1892 Indian Ocean.

John T. Crampton, Landport, Portsmouth, Hampshire

DAHLIA (WOOD) Bktn 386 Builder

Oswald, Mordaunt & Co., Southampton

CYPROMENE Ship 1889 Henry Fernie & Sons, Liverpool. Aug.'03 damgd.Salina Cr.
MONTEREY (barge) 1904 Wm.Matson, San Francisco. 5m.bktn 1919; broken up '34.
LEE Ship 1485 James Nourse, London. Lost W.Indies 29 March 1882.

Philip & Son, Dartmouth

ALBERT VICTOR Bktn 263 Robert Putt, Brixham (WOOD)
BRETAGNE Gillet-Bellet & cie, Fecamp.

Evans, Salcombe

CREOLE (WOOD) Brig 289 Richard H. Sladen & Co., Salcombe

Harvey & Co., Hayle, Cornwall

PENWITH Bktn 289 David W.Bain & Co., Hayle. Missing 1880.

Newport Drydock Wood & Iron Shipbuilding & Ship Repairing Co.Lim.

ALICE LYNE (WD) Bktn 303 Builders, Newport, Mon.
FLORA

Warlow, Neyland, Pembrokeshire

CYPRUS (WOOD) Bark 533 Hugh Hogarth, Ardrossan

Evans, Aberystwith

CAROLINE SPOONER Bark 684 John F. Evans, Aberystwith (WOOD)

Ebenezer Roberts, Portmadoc

MARIE AGATHE 3mSch 199 John Roberts & Co., Carnarvon (WOOD)
TONY KROGMANN Bktn 271 Builder, Carnarvon (WOOD) Missing c.1888.

R. & J. Evans & Co., Liverpool

CRAIGWHINNIE Bark 859 Wm. Killey & Co., Liverpool. Dec.'99 wrecked S.Wales.
MAUDE Bark 1108 Thomas H. Johnson & Co., Liverpool

W. H. Potter & Son, Liverpool

WINDERMERE Bark 1240 Fisher & Sprott, Liverpool. Lost Calif.coast 1883.

T. Royden & Sons, Liverpool

A. C. DE FREITAS Bark 1042 A.R.F.de Freitas, Hamburg
BANKVILLE W.Just & Co., Liverpool. Abnd.off C.Horn, Apr.1896.
KNIGHT OF THE THISTLE S 1489 Greenshields, Cowie & Co., Liverpool
HOPPET
NOVO 1907 Skibs A/S Novo (Bendix J.Grefstad), Arendal
DON DIEGO 1927 H.E.Wolden, Montevideo. Broken up May 1928.
LARNACA Ship 1497 Builders
MINTARO Broken up 1910.

Noble & Co., Barrow-in-Furness

CHARLES & ELLEN Sch 158 Wm.Postlethwaite, Barrow
MANX QUEEN Bark 317 Robert G. Karran, Castletown, I.O.M.

Whitehaven Shipbuilding Co., Whitehaven

CRUMMOCK WATER Bark 1033 Jackson & Metcalf, Liverpool
NOSTRA SIGNORA DEL ROSARIO (Italian) Missing since February 1914.
EDDERSIDE Ship 1352 Johnston B. Sprott, Liverpool

Robert Ritson & Co., Maryport

ALLERBY (WOOD) Bark 407 Builders Sold to Greece.

R. Williamson & Son, Harrington

BELLAPORT Bark 1065 Builders, Workington Lost at Iquique 12 Aug.1889

Scott & Co., Cartsdyke, Greenock

PERSIAN Ship 1452 Orr, Guthrie & Co., London
MAFALDA 1904 A/S Mafalda (K.Bruusgaard), Drammen. Broken up 1923.

Robert Steele & Co., Greenock

AVALON Bark 326 Walter Grieve, Son & Co., Greenock
OTTERBURN Ship 1776 Robert Shankland & Co., Greenock. Hulked Plate 1887.

Robert Duncan & Co., Port Glasgow

LYTTLETON Ship 1180 Albion Shipping Co.Lim., Glasgow. Lost N.Z.June 1886
WESTLAND Ship 1186 Albion Shipping Co.Lim., Glasgow. Broken up 1909.

Russell & Co., Port Glasgow

BEN LAWERS Bark 726 H. Gourlay & Co., Glasgow
VIDYLIA 1899 Mentz, Decker & Co., Hamburg. Hulked Vigo 1927.
CADZOW FOREST Bark 1116 John C.King & Co., Glasgow. 1896 lost off Columbia R.
DEANFIELD Bark 1122 Robert C.MacNaughtan, Liverpool. Missing 1890.
FALLS OF CLYDE 4mSh 1807 Wright & Breakenridge, Glasgow. Oil hulk at Ketchikan.
MADEIRA Bark 885 Peter Denniston & Co., Glasgow. Missing 1892.
MELANESIA Bark 1260 J.& W.Goffey, Liverpool

Birrell, Stenhouse & Co., Dumbarton

BOTHNIA Bark 778 Wm.Nicol & Co., Liverpool
LE CARBET 1899 Cie.des Chargeurs Coloniaux, Havre. Scrapped 1913.
BRODICK BAY Bark 778 Hatfield, Cameron & Co., Glasgow
CAMPANA (Italian; apparently hulked about 1906)
CAMPANA B (steamer) 1918 M. Allende & Co., Montevideo
MARICHU 1921 Cia.de Nav.Bengolea, Barcelona
BIANCA BIANCHI 1924
ORETO 1925 Gius.Messina Tabusco, Genoa.
INCH MURREN Ship 1318 Clutha Shipping Co., Glasgow. Abandoned afire 1889.
RYEVALE Bark 873 Wm.Wylie & Co., Glasgow
APHRODITE (German) Lost July 1905.
SELKIRKSHIRE Bark 1272 Thomas Law & Co., Glasgow
AVENTA 1905 (Norwegian) Lost October 1905.

A. McMillan & Son, The Dockyard, Dumbarton

CHARLES WORSLEY Ship 1396 W.& C.Battersby & Co., Liverpool. Abandoned afire '85.
CRAIG ARD Bark 845 Thomson, Dickie & Co., Glasgow
GUY MANNERING Bark 838 James Hunter, Glasgow Lost Staten Land 16 Dec.1892.
MACBETH Ship 1609 Builders Lost 24 Aug.1882, d'Afres Shl.
MOUNTSTUART Ship 1273 Hunter, Sherriff & Co., Glasgow.
PRIMO
N.S.DEL BOSCHETTO 1912 F.Dodero, Genoa
NOSTRA SIGNORA DEL BOSCHETTO F.Dodero, Genoa. Wrecked Jan.1919, Bahamas.

Barclay, Curle & Co., Glasgow

ARGUS Ship 1616 A.& J.H.Carmichael & Co., Glasgow
ASKØY 1907 Jens Marcussen, Lyngør. Wrecked S.Pac.28 Dec.1911
COUNTY OF CROMARTY 4mS 1720 R.& J.Craig, Glasgow Wrecked ECSA, 8 Aug.1878.
COUNTY OF DUMFRIES 4mS 1718 R & J.Craig, Glasgow.
SORINTO 1906 (Russian) 8 Nov.1906 wrecked Prince Edward I.

(continued)

Barclay, Curle & Co., Whiteinch, Glasgow (continued)

COUNTY OF HADDINGTON 4mS 1943 R.& J.Craig, Glasgow. Missing since 2 Feb.1901
COUNTY OF KINROSS 4mS 1719 R.&.J.Craig, Glasgow.
MARPESIA 1906 Red.A/S Marpesia (K.Bruusgaard), Drammen
SALINERA ESPANOLA 1921 Hulk. Spanish Salt Co., Buenos Aires
COUNTY OF SELKIRK 4mS 1943 R.& J.Craig, Glasgow. Missing since 31 Dec.1905
INCH KEITH Ship 1298 Clutha Shipping Co., Glasgow
FEDE 1897 Angelo Repetto, Genoa. Submarined 8 Aug.1916.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow

FIERY CROSS Ship 1456 John D.Clink, Greenock. Submarined July 1915.
FIONA Ship 1450 John D. Clink, Greenock. Lost with all hands Dec.1882.
WATERLOO 4mS 1976 W.& A.Brown & Co., Glasgow. Scrapped Oct.1910.

Dobie & Co., Govan, Glasgow

ARDMILLAN Ship 1729 J.& A.Allan, Glasgow
ALIDA 1896 E.Tobias, Elsfleth. Lost at Iquique, 1896-97.
CYNISCA Bark 893 Hugh McEwan, Ayr
VIDUCO (German) Missing since Dec.1899
DUNFILLAN Ship 1301 Wm. Ross & Co., London
NOACH I Scheepvaart Zuid Holland, Rotterdam. Missing 1893.
FIRTH OF LORN Bark 877 James Spencer & Co., Glasgow
EMILIE LASSEN 1899 (German)
FORT DE FRANCE 1901 Union des Chargeurs Coloniaux, Havre. Scrapped 1923.
GLENCAIRN 4mBk 1620 J.& A.Allan, Glasgow. July 1907 wrecked Tierra del F.
TRONGATE Bark 987 Edward L.Alexander & Co., Glasgow. 1909 hulked.
LUIS A. GONI 1917 Borquez y Cia., Valparaiso.
MANOLO 1919 Irala y Ugalde, Bilbao

David & William Henderson & Co., Partick, Glasgow

DUNBLANE Bark 752 James Dunn & Sons, Glasgow
JOSEPH CRAIG J.J.Craig, Auckland, N.Z. Wrecked 7 Aug.1914.
LAMMERLAW Bark 781 Wood Bros.& Co., Liverpool. Wrecked 30 Oct.1881.
CLAN GRANT Bark 1055 Thomas Dunlop & Sons, Glasgow. Out of registers 1905.

A.& J.Inglis, Point Ho, Glasgow

LOCH SUNART Ship 1285 General Shipping Co., Glasgow. Lost 11 Jan.1879.

Alexander Stephen & Sons, Linthouse, Glasgow

ALICE PLATT Bark 1139 John Lloyd Jr., Liverpool. Wrecked Iquique Jan.1891.
GOETHE Bark 1209 D.H.Wätjen & Co., Bremen Lost 1880 Rangoon-Bremen.
HANNAH LANDLES Bark 1332 David Law, Glasgow Wrecked 9 Dec.1891.
LESMONA Bark 1144 D.H.Wätjen & Co., Bremen Lost 1880 S.Fran.-Bremen.
PALALA Bark 1030 Bullard, King & Co., London. Lost 1884 on Madagascar.

James & George Thomson, Clydebank, Glasgow

BAY OF CADIZ (STL) Ship 1700 J.& G.Bulloch & Co., London. Missing since 20 Oct.'88.

James Geddie, Jr., Garmouth

VENTURE (WOOD) Bktn 257 Builder, Banff. Abandoned 3 Mar.1892, N.Atlantic.
VIKING (WOOD) Sch 102 John Henderson, Inverness

James Geddie, Kingston-on-Spey

SWIFTSURE (WOOD) Bktn 345 Builder, Banff

William Kinloch, Kingston-on-Spey

EMULATOR (WOOD) Sch 171 W. Gordon, Frasersburg
INDIAN CHIEF (") Bktn 339 Builder, Banff
KAFFIR CHIEF (") Bktn 336 Builder, Banff. 20 Sept.1892 lost near Montevideo.

Alexander Hall & Co., Footdee, Aberdeen

SCOTTISH PRINCE Bark 950 McInwraith, McEachern & Co., London. Wrecked Feb.1887.

Walter Hood & Co., Aberdeen

CIMBA Ship 1174 Alexander Nicol & Co., Aberdeen. Wrecked Aug.1915.

Alexander Stephen & Sons, Dundee

EASTERHILL Bark 915 Robert Gilchrist & Co., Glasgow
TANA Tellef Lassen, Arendal 8 Dec.'24 sunk off Skagen.
EDGBASTON Bark 912 Thomas Frost Jr., Liverpool
VESTA 1880 D.H.Wätjen & Co., Bremen. 1880 wrecked Patagonia.

The Tay Shipbuilding Co., Dundee

EDEN (WOOD) Bark 320 Robertson Bros., Dundee
EVA 1903 A/S Eva (H.Skougaard), Langesund. Submarined 22 Apr.'15.

Jn. Key & Sons, Kinghorn

LARGO BAY Bark 1274 Hatfield, Cameron & Co., Glasgow. Scrapped 1910.

Inverkeithing Foundry Co., Inverkeithing

THE DEAN Bktn 214 D.R.Simpson & Co., Wick
LA BRETESCHE
HUMOR Wilken, Stehr & Co., Hamburg

Roy & Mitchell, North Alloa

OCHILVALE (WOOD) Bark 465 Builders
GALEOTA 1879 G.Turnbull & Co., Glasgow
LORENZO (Spanish)

Harland & Wolff, Belfast

G.W.WOLFF Ship 1743 Samuel Lawther, Belfast. Lost in Bass St.8 Aug.1912
(launched 28 Sept.1878 as AEROLITE; built on speculation as sister to next)
SLIEVE ROE Ship 1749 Wm.P.Sinclair & Co., Liverpool. Broken up 1910.

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SAILING SHIP NEWS

DANMARK, Dan.aux.tr.ship. 19 Oct.left Cadiz; 30 Oct.arr Las Palmas; left 3 Nov; 15 Nov arr St.Vincent; left 22d; 17 Dec.arr St. Croix; 20th arr St.Thomas; 27th arr St. John; 2 Jan.left; 11 Jan.left Kingston, Ja; 28 Jan left Galveston; 12 Feb.arr Bermuda; returned to Denmark in March.

EAGLE, USCG aux tr bk. Arr Glasgow 21d frm N.London; 24 June left Clyde for Havre.

MADALAN, Port.aux.bgn. 7 Feb.left St.Vincent for Fogo; 10 Mar arr St.Vincent; 21 Mar left St.Vincent for Praia; 11 Apr arr Bissao from May I; 23 Apr.left Bissao for Praia; 14 June left St.Vincent for Pto. Praia.

MERCATOR, Belg.aux.tr.bkn. 5 Jan left Antwerp; 11 Feb.arr Ft.de France; 2 Mar left Havana; 1 Apr.arr Antwerp. 18 May left Antwerp; psd.Gibraltar 29 May; 7 June left Barcelona; 16th left Naples.

NIPPON MARU, Jap.aux.4m.tr.bk. 9 June arr Portland, O; left 17th for home via Honolulu. Was rerigged in 1952.

PAMIR, Ger.aux.4m.tr.bk. 19 Feb.had prop. fouled; 20th in St.Helens Rds.to clear it; 9 Apr.arr Buenos Aires; 17th left B.A.; 19th Montevideo; 8 June arr Hamburg.

PEDER MOST, 3m.sch. Bought from Sørensen of Svendborg by Scots Outward Bound Sea School; refitting as training ship at Ring-Andersen's yard.

STATSRAAD LEHMKUHL, Nor.aux.tr.ship. 12 June left Bergen for Madeira and New York.

STAR OF THE SEA, 4m.sch. 11/12 June arr Hempstead, L.I., for the summer. Now owned by Cadet-Midshipman Training Corps. Will serve as a summer camp for 50 boys, who will help refit her.

SUNBEAM II., Swed.aux.3m.T/S tr.sch. Now owned Malmø; refitting for training as FLYING CLIPPER.

TE VEGA, aux.sch. Left Newport Beach, Cal., 10 June for Honolulu. Will engage in a luxury run between Honolulu and Tahiti, fare $65 per day.

(With thanks for items to Ed Collins, A.G. Hallock, Giles Tod, Kenneth Lodewick, and Alan Villiers, who writes he has just made another trip to the Grand Banks in the new Portuguese hospital ship GIL EANES.)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

VOLUME 4, NUMBER 2 13 APRIL 1956

THE SHIPBUILDERS OF BATH, MAINE
XI. THE PATTENS

Having covered nearly all of the shipbuilders of the Kennebec whose operations continued into the 20th Century, we now turn to some of the older houses. Outstanding among these was the Patten family.

John Patten, a blacksmith whose father had come to America from Belfast in 1727, settled on a farm in Topsham, where he built ships before the Revolution. His son Thomas, who married Catherine Fulton of Saco, was a shipmaster and probably also a shipbuilder; he commanded the 93-ton sloop INDUSTRY, built at Topsham in 1783, and he later had the 129-ton schooner ORANGE, built at Brunswick in 1795, and the 108-ton schooner LARK, built at Topsham in 1800. He was listed as owner of the INDUSTRY and LARK.

Thomas Patton had three sons, George F., born in 1787, who became a shipcarpenter; John, born 1789, who went to sea; and James F., born in 1790, who also went to sea. John was sailing as mate with Capt. Levi Peterson of Bath during the War of 1812, and was captured by the British a total of five times. At the end of the war he went into partnership with his older brother, and after building two vessels at the family place at Topsham they moved to Bath. Here is their list:

Built by Geo.F.& Jn.Patten, Topsham

1816	Brig	ANN MARIA	153
1819	Brig	STATIRA	183

Built by Geo.F.& Jn.Patten, Bath

1821	Brig	JASPER	222
1823	Brig	BRILLIANT	244
1824	Ship	CATHARINE	313
1825	Brig	GEORGE	251
1826	Brig	PARAGON	147
1826	Ship	ANDES	363
1828	Ship	CHAMPION	377
1829	Ship	MAJESTIC	389
1830	Ship	NEW ORLEANS	389
1831	Ship	GLOBE	418
1832	Ship	ANDES (2d)	444
1833	Ship	PALESTINE	469
1833	Sch	CERES	129
1834	Ship	CASPIAN	529
1835	Ship	MANCHESTER	570
1838	Ship	LONDON	637
1838	Ship	DELAWARE	661
1840	Ship	TRENTON	667
1840	Bark	FLORENCE	349
1840	Ship	MONMOUTH	728
1842	Ship	HALCYON	797
1843	Ship	LOUISIANA	747
1844	Ship	MAINE	749
1846	Brig	FAWN	160
1846	Ship	ITALY	749
1848	Ship	GEORGE F. PATTEN	778
1849	Ship	FALCON	813
1851	Ship	MOBILE	960
1851	Ship	CHAMPLAIN	513
1852	Ship	MARSHFIELD	999
1852	Ship	ARIEL	1329
1853	Ship	BRITANNIA	1090
1853	Ship	CLARA BROOKMAN	1071
1854	Ship	ASSYRIA	1363
1855	Ship	CASPIAN	924
1856	Ship	JOHN PATTEN	960
1857	Ship	JAMES F. PATTEN	973
1858	Ship	DE SOTO	799
1858	Ship	AMITY	798
1859	Ship	CANADA	996
1860	Ship	TRANSIT	933

The PARAGON of 1825 is listed by one authority as having been built at Bowdoinham.

Captain John Patten took most of the firm's new vessels to sea until 1827, but after retiring from the ANDES he stayed ashore and attended to his business affairs. He and his brother George maintained for many years one of those undivided partnerships that were not uncommon in Maine at the time, with each brother drawing his personal expenses from a common fund. The partnership finally was dissolved in 1860 when John Patten went into partnership with his sons, Thomas and Gilbert E.R.

Gilbert, a shipmaster like his father and brother, commanded the family ship HALCYON at 21, and in 1849 took the brig FAWN to San Francisco with a company of gold-seekers. Fittingly, the first vessel of John Patten & Sons was also named FAWN. Here is their list:

1860	Ship	FAWN	874
1862	Ship	HUDSON	999
1863	Ship	MORAVIA	1045
1864	Bark	PARSEE	558

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LOG CHIPS is published by John Lyman at 7801 Gateway Blvd., Washington, 28, D.C. Subscription: $2 per volume (8 issues); renewals $1. Some back issues available.

1864	Bark	PENANG	583
1868	Ship	INDIA	1294
1869	Ship	NIMBUS	1302

The last two vessels built for the account of John Patten & Sons were the ASTORIA and ALAMEDA, by Goss & Sawyer, in 1875 and 1876. Meanwhile, George F.Patten was building:

1862	Ship	SABINO	1038
1863	Ship	ITALIA	1019
1865	SS	MONTANA	1003
1866	SS	IDAHO	1077
1868	Ship	JAPAN	1251

The IDAHO and MONTANA were built for a San Francisco firm called the California, Oregon & Mexico SS Co.and were taken out to the Pacific by Captains John R.Kelley and Jarvis Patten, respectively.

George F.Patten died in 1869, and his sons followed non-maritime pursuits. Captain John Patten lived to be 97, dying in 1887. His son Gilbert had died in 1882 at 57. The third brother, Captain James F. Patten, who had commanded the ANDES (2d), MANCHESTER, and LONDON, later had an interest in his brothers' firm; he died in 1883. His eldest son was Captain Charles E. Patten, who commanded the BRITANNIA at 22, later the MORAVIA and other Patten vessels, and finally the Houghton ship SAMARIA; after retiring from the sea he bought the former Guy C.Goss residence and served a term as Mayor of Bath.

Several other Patten cousins served as masters in the Patten fleet, and some went on to build ships of their own. It would take some genealogical digging to trace out all the family lines. Captain Wm. Patten was the most noted of this tribe. He is first listed as master of the brig AMERICA, 136 tons, built in Waterville for Peleg Tallman of Bath in 1809; in 1811 he had the new brig COMET, 187 tons, built by Robert Patten at Topsham; in 1815 the brig ABEONA, built by Samuel Gray at Bowdoinham; in 1816 the 126-ton schooner MARGARET, which he built himself at Topsham; later he had the G.F.& J.Patten vessels GEORGE and GLOBE. In 1841 he commenced building on his own account at Richmond, turning out the following:

1841	Ship	RICHMOND	475
1845	Bark	GLOBE	367
1847	Ship	MEDALLION	547
1847	Brig	ZENO	221
1848	Ship	WILLIAM PATTEN	608
1849	Bark	SCOTLAND	384
1850	Bark	GLENBURN	455
1851	Bark	MATANZAS	427
1852	Ship	HYDRA	499
1852	Ship	PEERLESS	632
1853	Ship	PRIDE OF AMERICA	1826
1854	Ship	THERESE	899

The PRIDE OF AMERICA was one of the very few Kennebec clippers. She came out a little too late in the clipper ship period to be successful, and went under the British flag in March 1854. William Patten lost all his capital in her, and after finishing the THERESE he left Bath and moved to Philadelphia.

Two others in this generation were the brothers, Captains David and Lincoln Patten. David Patten had the G.F.& J.Patten ships NEW ORLEANS, CASPIAN, DELAWARE, and HALCYON. D.& L.Patten built three vessels:

1849	Ship	TEMPEST	Brunswick	861
1858	Ship	NATIONAL	Bath	999
1864	Bark	SAREPTA	Bowdoinham	359

Captain Lincoln Patten's commands included the TEMPEST, the Trufant & Drummond ship ROSWELL SPRAGUE, and the INDIA of John Patten & Sons. His son Frank (1854-1913) commanded the Moses bark NIPHON and the Sewall vessels HENRY VILLARD and KINTO.

Another Patten shipmaster was Captain Jarvis Patten, who commanded the ships TRANSIT and ITALIA and the steamer IDAHO. When the Bureau of Navigation was established in the Treasury Department in 1884, he was appointed the first Commissioner of Navigation, under President Arthur, and he managed to hold his appointment for more than a year under Cleveland.

***

XII. NATHANIEL T. PALMER

The only biographical information we have on Nathaniel T. Palmer is that on his headstone in the graveyard at Brunswick, which states that he died 18 March 1904 and that his wife, Mary Curtis, died 14 March 1897. He built the following big coasting schooners at Bath for his own account:

1894	4m.Sch	SARAH E. PALMER	1225
1894	4m.Sch	AUGUSTUS PALMER	1287
1896	4m.Sch	WILLIAM B. PALMER	1805
1895	4m.Sch	MARY E. PALMER	1526
1897	4m.Sch	FRANK A. PALMER	2014
1898	5m.Sch	NATHANIEL T. PALMER	2440

The NATHANIEL T. PALMER was the second five-masted schooner built on the East Coast. The management of the fleet was taken over by J.S.Winslow & Co.of Portland after 1904, and the last vessel to survive was the MARY E. PALMER, lost at Casablanca, Morocco, in August 1920.

***

MORE ON WM. ROGERS (LC JULY'54)

Bob Applebee has sent the names of two vessels which we believe to be those missing from our list. They are:

1853	Bark	NORTHWOOD	321
1854	Ship	REVENUE	1316

We thus now have 100 vessels. The bark MERCURY of 1863 is also listed as MERCER.

THE LAST VOYAGERS IN SAIL: A CRITICAL BIBLIOGRAPHY OF VOYAGE NARRATIVES

by James R. Mills

Editor's Foreword-- One of the interesting literary phenomena of the period after World War I has been the appearance of a considerable shelf of books all on the subject of the author's experiences (more often than not as a passenger) in one of the surviving weary windjammers. The two books by Paul Eve Stevenson, Riesenberg's "Under Sail," and Lubbock's "Round the Horn," which we reviewed at some length in recent LOG CHIPS, may be regarded as prototypes of this series.

Jim Mills, who was recently appointed Curator of the Serra Museum in San Diego, California, is something of an authority on the books in this field, and he has furnished us the following descriptions of the volumes in his own library. The accounts are arranged in alphabetical order of the authors' names, and we have interspersed a few titles obtained from other sources. This series temporarily replaces our longer reviews of noteworthy books.

ATTIWILL, Ken, "Windjammer," 312 pp. Doubleday, Doran & Co., Garden City, N.Y.1931.

This is the story of the homeward passage of the Erikson four-masted bark ARCHIBALD RUSSELL from Melbourne to Queenstown with grain in 1929. The run was apparently devoid of great hardship or difficulties, for the ship won the annual grain race with an excellent 93-day effort.

The author, an Australian newspaperman, was a landsman on his first voyage, and very proud of it. He shipped as ordinary seaman in a Cape Horner without realizing what he was getting into, and he never forgave the ship for it.

Nor did he forgive his shipmates for his mistake. They revolt him whenever they show any human tendencies, even when it is only the enjoyment of some bit of food he is too finicky to taste and knows nothing about.

"Windjammer" is forcefully written, and the experience probably did the author a lot of good.

BEDNALL, Warren, "Strange Sea Road; the Story of a Sea Venture," 255 pp.; 19 ill. Jonathan Cape, London, 1936.

The voyage described was in the Swedish four-masted bark C.B.PEDERSEN, from Melbourne to Gothenburg via Torres Strait in 1935. The author was a passenger.

BOURNE, Pamela, "Out of the World," 288 pp. Geoffres Bles, London, 1935.

After various travels in steamers from Cape Town to Fiji, Tonga, and New Zealand, Miss Bourne went home from Wallaroo to Falmouth in the Finnish four-masted bark HERZOGIN CECILIE in 1934. The last 50 pages of the book deal with this wheat passage, which took 121 days, but on which little eventful occurred except for the loss of some large part of the heavy weather suit of sails, when the ship was caught aback in the South Pacific.

Miss Bourne makes none of the blunders that usually show up in the works of first-voyagers. Hers is a fresh viewpoint, for, in addition to bringing clear-eyed inexperience to the subject, she was also particularly aware of physical beauties of the ship, sea, and man's nature.

BROWN, Dewar, "Alow and Aloft in Deepwater Sail," 230 pp; ill. Putnam, London, 1954.

The author sailed out and home in the Finnish bark WINTERHUDE, presumably in 1933-34, although, like other desirable facts, that information is not given. The emphasis is instead on the "rough life of wearing hardships" mentioned on the jacket. Although he must have been close to 40 (another fact he does not reveal), he seems to have served as an apprentice, and was justifiably proud of his rating as an A.B. upon discharge.

Mr. Brown is inclined to exaggeration in some cases, and occasionaly he repeats some oft-seen misstatement. Wonder is perhaps in order as to whether his criticisms of shipmates and August, the Chief Mate, are entirely just. August is made out to be a real 19th-Century hard case, but the author's admissions in regard to the malingering of his shipmates and himself on unpleasant routine tasks explain that August had a difficult group of men to handle.

This book, though an account of one of WINTERHUDE's better voyages (98 days out to Port Lincoln and 126 home), is decidedly a treatment of the seamier side of the life by a man whose experience and outlook caused him to miss much of what must have been attractive. Its strength is in the descriptions of maneuvers, which are excellent.

BUTLIN, Claude M., "White Sails Crowding," 255 pp; 19 ill. Jonathan Cape, London, 1935.

The author, who was a Commander, DSC, RN, was a passenger in L'AVENIR in 1934 when that Finnish four-masted bark ran from

Port Germein to Falmouth in 137 days.

Probably no writer in this series has had more knowledge of the sea and ships than the Commander, except for the sail side. He is a keen observer and brings to the reader much detail that a man with a different background would not have noticed. He does not deal with L'AVENIR alone but generalizes on matters common to all square-riggers, including how to catch albatross and to put ships in bottles.

This narrative, though well written, is perhaps less impassioned than any of the others. The author does not make an adventure of a prosaic affair, nor does he ridicule those who would. This is surely one of the most accurate reports in its emotional tone of all the works of its type, as well as one of the most informative for the uninitiated.

COOPER, Viola Irene, "Windjamming to Fiji," 295 pp., 11 ill. A.L.Burt Co., N.Y., 1929.

The title of this book does not tell the full story of the voyage, for the bark actually was bound for Noumea, New Caledonia, and arrived there in good time. Under the French flag and name BOUGAINVILLE, she had been for years the Alaska Packers' STAR OF PERU. Built at Sunderland of iron as HIMALAYA in 1863, she was, along with STAR OF INDIA, the oldest of the Star fleet.

The purpose of the 1926 voyage was to deliver the vessel for use as a storage hulk ("Scow," according to Miss Cooper). She was towed to Vancouver from San Francisco, carried lumber to Suva, and made the rest of the voyage in ballast. Miss Cooper and Jean Schoen, another San Francisco stenographer, managed to sign on as midshipmen (they were charged board) from Vancouver to Noumea.

To them everything was an adventure. The emotional, if not theatrical, overtones are disturbing, though there is certainly no misrepresentation of fact -- wilful misrepresentation, that is. That the girls were ignorant of seamanship and its terms is excusable; but their failure to make any attempt to learn or to have someone check the manuscript is not so excusable. If references to the topsails being the sails right at the tops of the masts and to the topgallants being storm equipment are intended as humor, it is too fine for the average reader.

DESMOND, Shaw, "Windjammer; the Book of the Horn," 414 pp., ill. Hutchinson & Co., London, 1932.

This, the most ambitious book ever attempted on the subject of a single voyage in a modern sailer and by the most accomplished author, should be a very good book, but it is not.

Shaw Desmond, a professional Irish patriot, took passage in the Erikson four-masted bark HOUGOMONT in 1930 from Vancouver, B.C., to Port Natal. The ship was rather foul, and the voyage, with a cargo of lumber, took 143 days.

The author commences by listing the dangers he anticipates. One owner previously had taken three passengers on different voyages; two died of fear and the third went mad and jumped over the side. Furthermore, says Desmond, "Like most creative artists I am sensitive and indeed a rather timid person." This sets the tone for the book, though in it he appears timid only where phycical danger is involved, and about as sensitive as a Mack truck.

In addition he is a health faddist, so the book is less a "Book of the Horn" than a book of his private remedies, Swedish exercises, diet, and generally superior way of life. Much of the account is devoted to his heroic conquest of the futtock shrouds; the passage describing his first reaching the top is printed in italics; later on he does it again unassisted, and it turns out he had help the first time.

Officially, Desmond was the cabin boy. The general quality of his facts can be gauged from his statement that the battered old HOUGOMONT could sail at 20 knots.

GRANT, Gordon, "Sail Ho! Windjammer Sketches Alow and Aloft," 64 ill. New York, Wm. F. Payson, 1931.

This book is not prose, but a collection of drawings developed by Gordon Grant from sketches made in STAR OF ALASKA (now San Francisco's BALCLUTHA) in the run from San Francisco to Alaska in 1925, with memories of an earlier Cape Horn passage in CITY OF MADRAS.

HAUSER, Heinrich, "Fair Winds and Foul," 254 pp., 28 ill. Liveright, N.Y., 1932.

Hauser, a German novelist, made the voyage from Hamburg to Chile in 1930 in the Laeisz four-masted bark PAMIR as the guest of the owners and the city of Hamburg, for the purpose of writing a book and making a moving picture about life in a surviving sailing vessel. The German title of his book was "Die Letzten Segelschiffe" -- "The Last Sailing Ships" -- and it was translated by Bertha Szold Levin. The translation is faithful but woefully week on technical terminology.

PAMIR left Hamburg on 1 January, but was towed back into Rotterdam on the 15th with heavy weather damage. She was quickly repaired, and made the voyage to Talcahuano in 90 days.

H. H. Schmidt, Hamburg

CARLA	UK	'92	Pisagua Britain	German FEHMARN	?Scrapped 1924?
HENRIETTE	UK	'93	Antofagasta Italy	Italian HENRIETTE	Scrapped 1924
LISBETH	UK	'91	Iquique France	German LISBETH	Scrapped 1928
MARGRETHA	UK	'90	St.Michaels Port. '16	Port.GRACIOSA	Sunk by U-Boat Sep.'18
MARIE	UK	'95	Antofagasta Italy	German MARIE	Scrapped March '23.
MIMI	UK	'95	Talcahuano France	German BERTHA	Missing May 1925.

Wachsmuth & Krogmann, Hamburg

INDRA	UK	'92	New York U.S.'17	TONAWANDA, Amer.	Hulk 1927, Pacific.
TELLUS	Ho	'91	Callao Peru '17	Peruvian TELLUS	Still going.

H. Fölsch & Co., Hamburg

WALKÜRE	UK	'02	Sta.Rosalia France	Amer.WILLIAM DOLLAR	Barge 1929-36.
WELLGUNDE	UK	'04	Hamburg Britain?	Norweg.BELLPOOL	Scrapped 1926.
WOGLINDE	UK	'96	Valparaiso Italy	Hulked in Chile; scrapped 1928-32.	

Eug^e. Cellier, Hamburg

BLANKENESE	Ho	'98	Chanaral Italy	Ital. BLANKENESE	?Scrapped 1924?
GLÜCKSTADT	UK	'95	Taltal France	German LANDKIRCHEN	?Scrapped 1924?
LOUIS PASTEUR	Fr	'95	Pejillones Britain	German LOUIS PASTEUR	Scrapped 1922
OBOTRITA	De	'92	Valparaiso (under 1600 tons)	Ger.OBOTRITA	?Scrapped 1926?

C. Krabbenhöft & Bock, Hamburg

CARL	Ho	'93	Antofagasta Britain	Norweg.SOUVENIR	Scrapped 1924
CLAUS	UK	'92	Valparaiso France	Chilean LAURA	Lost circa 1929.
ERNST		'92	Sydney NSW		
HANS	UK	'94	Hamburg? ?	German TAMARA X; dismasted '23; scrpd. '29	
HEINZ	Fr	'01	at sea G.Brit.'15	British TRIDONIA.	Lost Oct.1916.
JOHN	Fr	'02	Valparaiso Ashore July 1919; became coastwise barge.		
MAX	Ge	'96	Fayal Port.'16	Portuguese SAGRES	Still going.
PAUL	UK	'95	Hamburg France	German PAUL	Scrapped 1924.

(PAUL was repurchased by C.Krabbenhöft & Bock at Dunkirk in Jan.1922)

J. A. E. Wimmer & Co., Lisbon (ships registered at Hamburg)

BELLAS	UK	'75	Quebec G.Brit.'15	Danish SUSANNE	Barge 1924
DRESDEN	UK	'86	Sold '15 in Portugal	Port.HELENA	?Scrapped 1925?
SACHSEN	Ge	'89	Sold '15 in Portugal	Port.PORTUGAL	?Scrapped 1926?

Mentz, Decker & Co., Hamburg

VIGANELLA	Ge	'93	? ?	Norweg.TRANS I.	?Lost 1915-6?

Schlüter & Maack, Hamburg

HARVESTEHUDE	UK	'94	Sta.Rosalia France	1924 Canadian barge; still in use.	
MOZART	UK	'04	Taltal France	Finnish MOZART	Scrapped 1935.
WINTERHUDE	Ge	'98	Taltal France	Finnish WINTERHUDE	Scrapped 1950.

Bremer Stahlhof Aktiengesellschaft, Bremen

ADOLF VINNEN	UK	'92	Sta.Rosalia Italy	Amer.MAE DOLLAR	Barge 1929.
ALBERTUS VINNEN	UK	'91	Valparaiso France	Chil.LUCIA.	Hulk '25; scrapped '53.
ARNOLDUS VINNEN	UK	'92	Astoria, O. U.S.'17	Amer.CHILLICOTHE.	Hulk 1927.
BARTHOLD VINNEN	UK	'91	Caldera Britain	Ger.BARTHOLD VINNEN	?Scrapped 1924?
CARL RUDGERT VINNEN	UK	'90	Newc.NSW G.Brit'15	British BURROWA	?Lost 1917?
CHRISTEL VINNEN	UK	'90	Valparaiso Italy	Ital.CHRISTEL VINNEN	Wrecked Apr.1927
HELWIG VINNEN	UK	'91	Sta.Rosalia France	Canadian barge 1925; wrecked 1927.	
J. C. VINNEN	UK	'92	Valparaiso Britain	Hulked 1921 at Valparaiso as GUARDADORA.	
LUCY VINNEN	UK	'92	Hamburg Greece	German MAYOTTE	Scrapped 1925-6.
MAGDALENE VINNEN	UK	'92	Talcahuano Italy	Ger.MAGDALENE VINNEN	Scrapped 1924.
SUSANNE VINNEN	UK	'92	Newcastle NSW G.Br.'15	British CARRABIN; sunk by U-Bt.Oct.'17.	
WERNER VINNEN	UK	'91	at sea G.Brit.'14	Norweg.BELLANDS	Scrapped 1926.

D. H. Wätjen & Co., Bremen (all three vessels were wooden)

EXCELSIOR	No	'91	at sea G.Brit.'14	?	?
KAISER	Ge	'77	Sundsvall (under 1600)	Ger.KAISER	Wrecked c.1925.
ROLAND	Ge	'79	at sea G.Brit.'14	?	?

(The above list of German sailing vessels and their disposition after World War I was compiled by Harold Huycke, and is continued from page 7.)

BOOK REVIEWS

ALBION, Robert G., "Maritime and naval history: an annotated bibliography," 94 pp. Revised edition. Marine Historical Association, Mystic, Conn., 1955. $2.00.

This very useful pamphlet by Professor Albion has now been expanded to 1,800 entries. It has been broken down into 49 categories, and has a full author index.

McNARRY, Donald, "Shipbuilding in miniature," 160 pp., 30 figs., 40 plates, index. Percival Marshall, London, 1955. 12s 6d.

"Miniature" here means at a scale of 1/600 or 50 ft to the inch, as compared to the 1/48 to 1/96 or 1/100 scale at which models are usually built. Mr. McNarry is an acknowledged master at this type of construction, and his book details at length the tools, fittings, and techniques that he uses in this work.

The drawings were all executed by the author, and he took the photographs from which the plates were made. The model-maker whose products are beginning to become a stowage problem would be well advised to consider taking up miniature modelling.

MACPHERSON, Hector, "Guide to the stars," x, 150 pp., 14 plates; 9 ill., index. New and revised edition. Philosophical Library, N.Y., 1955. $2.75.

This little book is a very useful guide to astronomy for anyone with no previous knowledge of the subject. It traces briefly the history of astronomy, gives an outline of present knowledge about the solar system and the universe, and then goes on to describe the constellations, explain the names that have been given to the stars, and provide star maps of the constellations.

PETERSON, Mendel L., "The last cruise of HMS LOO," 55 pp., 17 plates. Smithsonian Miscellaneous Collections, vol.131, no.2, Washington, D.C., 1955.

This booklet tells of the finding of a wreck in the Florida Keys and its subsequent identification as the remains of the LOO or LOOE, a 44-gun vessel wrecked at the spot on 5 Feb.1744. The site has since been marked on the chart as "Looe Reef," but the finders made their identification from the nationality and armament of the wreck, as shown by recovered relics.

The publication details the history of the LOO from records of the British Admiralty, some of which are reproduced in full, and the plates show photographs of many of the objects that were recovered. These consist of ceramic, bone, and metal items.

BLEWITT, Mary, "Celestial navigation for yachtsmen," 64 pp., 26 figs. Third edition. Philosophical Library, New York, 1955. $2.75.

The new pre-computed tables for celestial navigation have made the dying art of finding one's position from star sights a remarkably simple one. (We say "dying" because developments such as loran and Decca are rapidly making the sextant unnecessary.) The fact that the subject can be covered in 64 pages (and by a lady, at that) is pretty good evidence of its simplicity.

Mary Blewitt shows how to work out sights using the Air Almanac and H.O.Pub. No.249. She also advocates the use of the Admiralty Manual of Seamanship (it would be Bowditch in this country) for keeping the sextant in adjustment; but she has nothing at all on the subject of time-keeping.

PRELY, Esther Wilshire, "The saga of the FLYAWAY," 32 pp., 3 pl. The Author, New York, 1955.

The FLYAWAY was a clipper ship built by William H. Webb in 1853. The author was brought up a big white house in Gardiner, Maine, full of Oriental curios including a painting of the FLYAWAY by a Hong Kong artist, for her mother's uncle, Captain Simon Merrill Sewall, had been the FLYAWAY's first master. Just a century after the ship was built, Mrs.Prely set out to trace her history, and this booklet is the result.

Besides the obvious printed sources, such as Howe & Matthews, and Webb's "Plans of Wooden Vessels" (which provided the lines), Mrs.Prely has exploited a number of primary references. The National Archives yielded the part owners, crew lists (unfortunately not reproduced), and an abstract log of the FLYAWAY's maiden voyage to Melbourne and Hong Kong; a sailing card turned up at the Seamen's Bank for Savings; the New York "Herald" yielded several arrival stories; and the "Nautical Magazine" had a brief account of the investigation of the loss of the FLYAWAY as the British bark BOTHALWOOD on Jersey in January 1881. Adding some personal notes concerning Captain Sewall, Mrs. Prely has done a very creditable job of research.

DE LA RUE, E. Aubert, "Man and the winds," 206 pp., 26 ill.; index. Philosophical Library, N.Y., 1955. Price, $6.00.

Translated by Madge E.Thompson from "L'Homme et le Vent," this is a complete

treatise, in popular language, on how the wind affects man's activities. The translator has added a few notes of her own.

There are 74 references in the bibliography, and these give a clue to a basic weakness of the book. The author has drawn almost entirely on French sources, only half a dozen items cited being in English, and no other languages are represented. The chapter on "Sailing Ships" is a good illustration of how weak monolingual sources may be. Lacroix, with all his mis-spellings, is the chief authority cited for the 19th and 20th centuries.

On page 49 the statement that "tropical storms are unknown along the west coast of America" is qualified by a footnote by an editor that the west coast of California used to be notorious for its sudden storms. Neither one of these statements is accurate, but reference to the appropriate sailing directions would readily yield a correct description of the situation.

"The Wonder Book of Ships," 224 pp; ill. Ward, Lock & Co., London, 20th edition. (John de Graff, Inc., New York, 1955.$3.00)

The latest edition of this juvenile classic has been thoroughly overhauled and brought up to date. There are several color plates showing national and signal flags and modern liners, although where one of the older illustrations (as of sailing ships) is still useful it has been retained.

The only drawback to the widespread acceptance of this book in America is the narrow British scope of its coverage. The characteristic lake, river, and harbor craft of America are conspicuous by their absence.

SCOFIELD, W.L., "California fishing ports," 159 pp., 88 figs. California Department of Fish & Game Fish Bulletin no.96, Sacramento, 1954. Price about $1.00.

The purpose of this compilation was to furnish some account of each of the 270 localities where commercial fish were reported as landed in California between 1931 and 1951. The histories (such as they are) of these places are given as far back as they can be traced, and photos, many of historical interest, are included.

The style of presentation of the material is far different from that of the usual stodgy government publication. We are told, for example, that Summerland was settled by a colony of spiritualists and hence was known to the fishermen as "Spooktown."

Among the interesting photographs reproduced is one of a junk-rigged skiff at Monterey in 1902.

BROOME, Jack, "Make a Signal!" 224 pp.; ill. John de Graff, N.Y., 1956. $3.75.

A number of famous or notorious signals have been quoted in naval circles for years, and a complete anthology of them is long overdue. Captain Broome, RN, has finally provided not only an anthology but also the background of naval signalling, with a brief history of the development of signalling and a chapter on special flags and customs.

Several naval engagements are narrated in terms of the signals made: the First of June and Copenhagen, SCHARNHORST and GNEISENAU in two World Wars, the sinking of BISMARCK. A section on miscellaneous signals includes such chestnuts as the Admiral's washerwoman besides a number of actual and apocryphal messages that deserve to be as well known.

ADKINS, Edwin P., "Setauket; the first three hundred years 1655-1955," xvi, 108 pp., 18 ill. David McKay, Inc., New York, 1955.

In 1655 six settlers bought what is now Setauket from the Setalcott Indians. In the 19th Century the region built a great many sailing vessels, some of which have been listed is past issues of LOG CHIPS. The tercentennial history of the town tells a little of this shipbuilding activity and gives a chart showing the locations of the shipyards.

Handels- og Søfartsmuseet På Kronborg, Årbog 1955, 181 pp.

The chief item of interest in this year's annual is an article by Otto Ludwig on the history of livesaving devices.

"The Annual Dog Watch," 144 pp. Shiplovers' Society of Victoria, 1955. Price 4s 6d.

Number 12 of this series has the usual fascinating collection of short pirces on a variety of nautical subjects. The cover story, on the ALPENA gale of 1909, tells of the rescue of the crew of a San Francisco schooner off Newcastle.

GOTTLIEB, William P., "This is the NMU; a picture history of the National Maritime Union of America CIO," 144 pp., ill. William P.Gottlieb Co., New York (1955).

Published by the Union for distribution to libraries and similar organizations, this booklet is notable for its photographic coverage of the subject.

DAVIES, Howell (Ed.), "The South American Handbook 1955-1956," 838 pp., ill. Trade & Travel Publications, London; H.W.Wilson Co., New York, 1955. Price $2.50.

SAILING SHIP NEWS

AMERIGO VESPUCCI, Ital.aux.tr.ship. 14 Sep.arr Thames from Bergen for 5-day visit.

BALCLUTHA, Ship. 19 July towed from Oakland to her new berth in San Francisco. Had her original name restored (from PACIFIC QUEEN) by Mrs.Inda Frances Dunn, born at sea aboard the ship in '99.

C.A.THAYER, 3m.Sch. Now a tourist trap, known as BLACK SHIELD.

CONSTELLATION, U.S.Frigate. Last year was brought around to Baltimore; 13 March moved from Fort McHenry to the City Recreation Pier.

DANMARK, Dan.aux.tr.ship. 24 Jan.arr Miami for 5-day visit.

DAR POMORZA, Pol.aux.tr.ship. 4 Sep.passed Dover, bound from Odessa to Gdynia.

EDWARD R. BAIRD JR., 3m.sch. 18 Sep.sank in Tangier Sound, near Crisfield, Md.

ERNESTINA, Port.aux.sch. 26 July sailed Cape Verde Is.; 19 Aug.arr Providence, 4 pass, 7 tons cargo. 3 Nov.left Providence for C.V.I.; 5 passengers.

FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 27 Feb.left Fayal for Southampton; arr 12 March; sailed 18th for Malmø; 23d in Cowes Roads.

LAFORREST L. SIMMONS, power vessel. 12 Aug.sunk near mouth Choptank R.; was built at Milford, Del., in 1909 as a schooner, the last two-topsail schooner on Chesapeake Bay; converted to power about 1940.

LEVIN J. MARVEL, 3m.Sch. "Dude sailer" sunk by Hurricane CONNIE near North Beach, Md., 12 August, with loss of 14 lives. Owner-master has been indicted on Federal charges and bills have been introduced in Congress to tighten the inspection laws, as a result of this casualty.

MADALAN, Port.aux.bgn. 7 Dec. left Providence for Praia, C.V.I., with 8 pass., 3 autos, and some furniture.

MAIPO, Per.bark. Scrapped in January.

MERCATOR, Belg.aux.tr.bktn. Left Antwerp about 13 Jan; 16th passed Lizard; 3 Feb. arr Dakar; 25 Feb.arr La Guaira, Venez.; left 1 Mar.; 9 Mar.arr Curacao; 30 Mar. arr Fayal; 3 April left for Brixham.

PAMIR, Ger.aux.4m.bk. Left Bremerhaven 3 Dec; 31 Dec.arr.Buenos Aires. 26 Feb. left Rosario; 5 March left Buenos Aires for Hamburg.

PASSAT, Ger.aux.4m.bk. After two-year lay-up at Travemünde fitted out at Lübeck; docked at Kiel; loaded 2600 tons coke at Bremen; left 13 Oct; windbound off Bremerhaven until 19th; arr Buenos Aires 53 d.pilot-to-pilot. Aground early in Jan; 11th left Buenos Aires; 10 March arr Hamburg.

SCOTTISH PRINCE, Br.bk. Built 1878; lost 1887. Skin divers out of Queensland, Aus., recently reported attempting to recover 100 tons of Scotch whiskey in her cargo.

SEA CLOUD, Am.aux.4m.bk.yacht. 7 Oct.left Jacksonville for Ciudad Trujillo. Bought by Generalissimo Trujillo of the Dominican Republic as a gift for his daughter.

SEDOV, Rus.aux.4m.tr.bk.(formerly MAGDALENE VINNEN). 18 Sept.sighted in Sts.of Dover, bound up.

STAR OF THE SEA, 4m.sch. 4 Sept.foundered at her mooring, Hempstead Harbor, L.I. 5 Sept.had wheel and a lighted lantern stolen. Lost two masts in gale; owners cut away other two in trying to float her; 2 April Army Engineers awarded contract to Edward O.Sanchez of New Bedford for $11,900, to raise her within 30 days and then scuttle her in 90 ft of water.

STATSRAAD LEHMKUHL, Nor.aux tr.ship. 4 Aug. left Philadelphia; 27 Aug.arr Bergen.

TELLUS (or MALABOO), Peruv.bk. Scheduled for scrapping April/May 1956.

(With thanks for items to Gordon Jones, John H.Burlinson, Bob Burgess, Bob Goddard, Ed Collins, Max McLean, S.R.Haight, F.E. Clark, Earl Palmer, Bob Applebee, J.S.Mc Cullough, and Harold Huycke.)

GERMAN SHIPS UNDER DANISH FLAG

Concerning Harold Huycke's list, Jens Malling writes: "When it became evident that Northern Slesvig would be returned to Denmark, some German firms attempted to transfer their ships there in the hope of avoiding their delivery to the Allies. So ERATO, EILBEK, and the bark HANS came under the Danish flag.

"But the Allies decreed that 'reparation money' (a small sum in comparison with the value of the ships) had to be paid, and until this was done the vessels could not go outside the Channel. HANS sailed for some time between Oxelösund and Stettin with ore, earned the 'reparation money' and at last came once more under the German flag as TAMARA X. In EILBEK's case the authorities would not allow the transfer to Danish flag, so she was transferred to Sweden and afterwards to Germany. In Sept.1924 she was laid up in Rotterdam, and in April 1925 was sold and took a cargo of coal to Lübeck, where she was broken up.

"The ERATO case was more complicated. She was modernized in Hamburg with winches, electric light, etc; then sold to Finland for Fm 7,000,000, retaining Danish registry. The British Ambassador at Stockholm prevented her sailing for Alexandria with timber, and she was sold at auction to Sweden. When the 'reparation money' was paid, she was sold back to Germany."

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1877

S. P. Austin & Hunter, Sunderland

GENERAL NOTT	Bark	766	Thomas Morris, Aberystwith.	Sunk in collision March '92.
SCOTTISH FAIRY	Bk	776	W.H.Ross & Co., Liverpool.	Wrecked Aug.'89, Dutch coast.
			(launched as SPIRITO)	

John Blumer & Co., Sunderland

ADAMANTINE	Bktn	235	John Helmore, Maryport.	Lost early 1893, N.Atlantic.
MOW HILL	3m.T/S Sch	234	William Price, Whitehaven.	

John Crown, Sunderland

SOUTH MILTON	Bark	607	B.Balkwill & Co., Salcombe	Wrecked April 1886. WOOD

William Doxford & Sons, Pallion, Sunderland

BARBARA	Bark	1108	W. Thomas & Co., Liverpool.	Wrecked Nov.1881, Welsh coast.
CAESAREA	Ship	1294	W. Pellier, London.	
OTRA		1902	Thv. B. Heistein, Kristiansand, Norway.	Lost June 1912.
CAROLINE MORRIS	Bk	961	Thos. Benyon & Co., Newport.	Missing Nov.1894.
CHARLWOOD	Bark	866	G.H.Fletcher & Co., Liverpool.	Sunk Oct.1891, Eng.Channel.
COLWYN	Bark	1214	Geo.Traill & Sons, London.	Missing Dec.1892, S.Pacific.
COUNTY OF DENBIGH	Bk	1107	W.Thomas & Co., Liverpool.	Missing 1880, Astoria-U/K.
COUNTY OF FLINT	Bk	1111	W.Thomas & Co., Liverpool.	
ZELBIO		1906	A.Mosca, Valparaiso	
ARMANDO		1918	Irala y Ugalde, Bilbao.	Given diesels, 1920.
GATEACRE	Ship	1409	C.W.Kellock & Co., Liverpool	
KEHREWIEDER			C.H.H.Winters, Elsfleth, Germany.	
ALAUDA		1901	Reederei Flügge, Hamburg	
VIGO		1906	Carl Bech, Tvedestrand.	March 1923 lost on Tierra del Fuego.
GLANPADARN	Bark	1112	Jones & Williams, Carnarvon.	Missing since April 1889.
GLANPERIS	Bark	1099	Jones & Williams, Carnarvon.	May '92 abandoned off C.Horn.
KENTON	Bark	689	G.Stovers & Co., London.	
KER-JOSEPH		1890	A. Viot, Nantes.	Lost Sept.1911.
KIRKDALE	Bark	790	Joseph Steel, Liverpool.	Wrecked Oct.1908, Caribbean.
MENAI STRAITS	Bark	699	Thomas M. Griffiths, Carnarvon	
MOEL EILIAN	Bark	1109	Wm.E.Jones, Port Dinorwic.	Dismasted Dec,'09; hulked.

James Gardner, Sunderland

HALIA (WOOD)	Bark	549	Richard Humble, Sunderland.	Condemned 1887.

P. Hardcastle & Co., Sunderland

CANNANORE	Ship	1655	J.S.de Wolf & Co., Liverpool.	Wrecked April 1885.
JOHN PATERSON	Bark	1315	Thos.Clark & others, Irvine.	
WINDSBRAUT			C.H.H.Winters, Elsfleth	
COLOMBIA		1904	N.A.Lydersen, Tvedestrand.	Missing since Jan.1906.

James Laing, Sunderland

PALLAS	Bark	613	J.H.Becker, Elsfleth, Germany	
HAVRE		1900	Honore Auger, Havre	
ANNA		1912	H.A.H.Grube, Marstal	

Mounsey & Foster, Sunderland

DARTFORD	Ship	1327	J.T.Morton, London.	Hulk '14-8,'21-46; beached, Auckland.
GLENERICHT	Ship	1735N	L.H.McIntyre, Liverpool.	(Not in 1878 Lloyd's Register)
HENRIETTA	Bark	1099	John Eills & Co., Liverpool.	Missing 1882.
SNOWDONIA	Ship	1326	Arvon Shipping Co.Lim., Liverpool.	Foundered 1878.

Osbourne, Graham & Co., Sunderland.

CELESTIAL EMPIRE	S	1832	George Duncan, London.	Scrapped April 1911.
GWYNEDD	Bark	1081	North Wales Shipping Co.Lim., Carnarvon	
INGER	Norwegian	1901	wrecked at Cullen, Port Wakefield to Tyne.	
LOBO	Bark	940	Shallcross & Higham, Liverpool.	

(continued on page 22)

LOBO (continued) HANS WAGNER
DRAMMENSEREN 1904 E.B.Aaby, Drammen, Norway
LOBO 1912 Hobart Timber Co., Hobart. Wrecked Oct.1916.

William Pickersgill & Sons, Southwick, Sunderland
ARABELLA Bark 334 James Tedford & Co., Belfast. Wrecked 1887. WOOD
KATE 3mSch or Bktn 203 J.& J.Denholm, Greenock. WOOD

Robert Thompson Jr., Sunderland
LIZZIE BELL Bark 1070 Peter Iredale, Liverpool. Wrecked July 1901, New Zealand.

W. Gray & Co., West Hartlepool
HELEN PEMBROKE Ship 1523 Edward Pembroke, London. Wrecked 1885 Andamas Is.

Richardson, Duck & Co., Stockton-on-Tees
QUEEN OF SCOTS Ship 1444 Donald Kennedy & Co., Liverpool. Condemned 1926, Chile.
ST. MILDRED Ship 1435 Rankin, Gilmour & Co., Glasgow.
BRUNSHAUSEN 1897 Eugene Cellier, Hamburg.
SCOTTISH MINSTREL S 1572 W.H.Ross & Co., Liverpool. Broken up 1910, Italy.
STAR OF THE SEA S 1487 Walsh Bros., Liverpool.
HELIKON 1881 (Germany) Lost 1885.

Mills & Knight, Fountain Dry Dock, Bermondsey
GLENURY Bktn 289 Builders, London WOOD

Dyer, New Shoreham
BRITANNIA Bark 464 Cheesman & Gates, Shoreham WOOD

J. & W.B.Harvey, Littlehampton
ANNIE Ketch Barge 64 Builders, Littlehampton WOOD
TROSSACHS Bark 565 Builders, Littlehampton WOOD
DESIRADE 1895 H.Auger, Havre
CANDIA G.Sigalas, Santorin, Greece.

T.R.Oswald or Oswald, Mordaunt & Co., Southampton SB Works, Woolston
ARGOMENE Ship 1716 H. Fernie & Sons, Liverpool.
HAMPTON 1899
BIANCHETTO 1906 Bozzo & Mortola, Genoa. Wrecked May 1916, Mediterranean.
BOYNE Ship 1403 James Nourse, London. June 1886 wrecked near Calcutta.
CABUL Ship 1440 E. Bates & Sons, Liverpool.
ASTER 1901 C. A. Flugge, Hamburg. Scrapped 1910 at Hamburg.
CAMBRIAN PRINCESS S 1394 T. Williams & Co., Liverpool. April 1902 sunk, Eng.Ch.
CLEOMENE Ship 1790 H. Fernie & Sons, Liverpool.
MINCIO 1908 S.A.Riccardo Gualino (H.Piaggio, mgr.), Genoa. Scrapped'24.
HERAT Ship 1442 E. Bates & Sons, Liverpool. Scrapped Italy, 1920.
SIERRA NEVADA Ship 1523 Thompson, Anderson & Co., Liverpool. Wrecked Apr.1900.

W. Date, Kingsbridge, Devon.
CATHERINE Bktn 335 Wm.W.Steer & Co., Salcombe. WOOD

Vivian, Salcombe
BRIZO Bktn 253 George Balkwill, Salcombe. Wrecked Apr.1886. WOOD

J.Slade & Sons, Polruan, Fowey, Cornwall.
KOH-I-NOOR Bktn 243 W. Smith & Co., Fowey WOOD

Harvey & Co., Hayle, Cornwall
T. S. B. Bgtn 289 Edward Hain, Plymouth

S. Moss, Par, Cornwall
OCEAN SPRAY Bktn 267 Nathaniel Hocken, Fowey WOOD
FERNANDO 1906 A.P.Da Costa, Lisbon.

C. Hill & Sons, Albion Dockyard, Bristol.

GERTRUDE Bark 495 Builders, Bristol. Wrecked March 1892 WOOD

Martin, Porthcawl

NELSON HEWERTSON Bktn 251 William Brooks, Newport, Mon. WOOD
PHEBE LEWIS Sch 107 R. Graham, Newport WOOD

Cooperative Shipbuilding Co.Lim., Pembroke Dock.

MARATHON Bark 843 William Stevens, London. WOOD

Gaddern, Neyland, Pembrokeshire

LENORE Bark 553 George Foreman, Sunderland WOOD

Warlow, Milford, Pembrokeshire

MARS Bark 508 Wm. Kenneth, Glasgow WOOD

Ebenezer Roberts, Portmadoc

MARTHA PERCIVAL Bktn 268 E. Roberts & Co., Carnarvon. Lost on Sylt, 1901. WOOD
OLGA ELKAN Sch 138 David Griffith & Co., Carnarvon WOOD

Rees Jones & Son, Portdinorwic

ORDOVIC Bark 853 Wm. E. Jones & Co., Carnarvon. Comdemned Oct.'94. WOOD

Laird Brothers, Birkenhead

MORNA Ship 1506 Brooke & Worthington, Liverpool. Aug.'15 sunk by U-boat.

R. & J. Evans & Co., Liverpool

AETHELRED Bark 1094 White, Forman & Co., Liverpool. Lost 1881.
COUNTY OF ANGLESEA Bk 1103 W. Thomas & Co., Liverpool
GLADBROOK 1918 Union SS Co.of N.Z., Dunedin. Hulk 1921, Fiji.
COUNTY OF CARDIGAN S 1325 W. Thomas & Co., Liverpool. Scrapped 1911.
COUNTY OF CARNARVON S 1305 W. Thomas & Co., Liverpool. Missing 1889, S.Pacific.
MARGARET HEALD Bk 631 J.B.Foote, Liverpool.
ANNA AGNETE 1889 C.H.Nielsen, Nordby, Fanø, Denmark
CORNELIA JACOBA 1906 (Chilean)

W. H. Potter & Son, Liverpool

BEECHDALE Bark 815 E. Broomhall, Liverpool
STADIUM (motorship) 1943 Balducci, Trieste
CALABAR Bktn 322 T. Harrison & Co., Liverpool
DRUMPARK Ship 1551 Gillison & Chadwick, Liverpool. Hulk 1911; scrapped'18.
EBOE Bktn 322 T. Harrison & Co., Liverpool
EULOMENE Ship 1678 H. Fernie & Son, Liverpool. Wrecked 29 Jan.1884.
KINROSS Ship 1447 Andrew Gibson & Co., Liverpool
CARELMAPU 1907 Oelckers Hermanos, Valparaiso. Lost November 1915.
RAVENSWOOD Bark 1123 Fisher & Sprott, Workington. Hulked 1910, Trinidad.

T. Royden & Sons, Liverpool

CARDIGANSHIRE Ship 1453 Hughes & Co., Liverpool
FENICE 1903 G. Pellarano, Genoa. Broken up, 1923.
CLWYD Bark 800 Thomas & Jones, Liverpool. Lost 1884.
DUNCAN COUPLAND S 1495 J. Coupland, Liverpool
HORNBY CASTLE 1882 Lancaster Shipowners Co., Liverpool
HARALD 1906 Aas & Cappelen, Fredrikstad. Wrecked 15 Aug.1909
KNIGHT OF THE GARTER S 1494 Greenshields, Cowie & Co., Liverpool.
PAPA EMANUELE
MONTEVIDEO 1907 Armanino, Sanguinetti & Co., Genoa.
GASPARE S. 1913 Capt.Gaspare Savona, Trapani. Scrapped 1923, Genoa.
LUCILE Ship 1491 Builders
SIERRA CORDOVA Thompson, Anderson & Co., Liverpool
HEIMDAL 1903 Leif Gundersen, Porsgrund. Broken up 1913, Boulogne.

R. & J. Evans, Liverpool (continued)

MONTGOMERYSHIRE S 1452 Hughes & Co., Liverpool. Wrecked Tonga Feb.1907.
SAINT MALCOLM Ship 1428 Rankin, Gilmour & Co., Glasgow. Missing 1880.
ST. MARGARET Ship 1428 Rankin, Gilmour & Co., Glasgow. Missing 1890.

Roberts, Ulverston

GAERWEN Bktn 278 Rowland H. Roberts, Liverpool WOOD
ADOLPHINE Chr. Christensen, Norresundby, Denmark
REALF HANSEN 1901 Brødrene Realfsen, Porsgrund, Norway

Barrow Shipbuilding Co., Barrow

CRUISER Sch 226 Earl of Eglinton, Barrow
YARKAND Ship 1352 E. Bates & Son, Liverpool
NEW JERSEY (barge) Philadelphia, Pa. Scrapped about 1938.

Whitehaven Shipbuilding Co., Whitehaven

BUTTERMERE Bark 1021 Fisher & Sprott, Liverpool
FREIA 1889 C. Brandt, Blankenese
PAX 1920 R.K.Bager, Marstal, Denmark. Broken up Italy 1928.
EGREMONT CASTLE Bk 840 W.F.Ditchburn, Liverpool.
GLARAMARA Bark 693 G. Nelson, Liverpool. Wrecked Irish coast Feb.1883.
IRON CRAG Bark 870 Thomas Connell & Co., Liverpool. Missing 1894.

R. Williamson & Son, Harrington

CROSFIELD Bark 811 Johnston, Sproule & Co., Liverpool. Lost Chile Aug.1883.
GEORGE BEWLEY Bark 1071 John Bewley, Liverpool
MALLSGATE Bark 1073 Captain J. Sprott, Workington. Wrecked S.Pacific July'89.

Scott & Co., Cartsdyke, Greenock

DOCHRA Bark 1016 J. & R.S.Scott, Greenock.
PERNAMBUCO 1912 Cie.de Pesca Norte de Brazil, Pernambuco.

J. E. Scott, Greenock

GIPSY QUEEN Bktn 329 L. Potter & Co., Glasgow
JESSICA Bktn 316 James H. Goodyear, Liverpool

Robert Steele & Co., Greenock

EIRENE Bark 1172 Wm. Rankin, Greenock. Wrecked March 1878, C. Grisnez.
ROMSDAL 4m.Ship 1887 J. & A. Allan, Glasgow. Lost Bay of Bengal Nov.1891.

Robert Duncan & Co., Port Glasgow

EARL GRANVILLE Bark 1009 Alex.McAllister, Glasgow
FLUMINENSE 1904 M.P.Texeira & J.A.da Silva, Rio de Janeiro. Hulk 1910.
HEREWARD Ship 1593 J.C.Campbell, London. Wrecked Dec.1898, Australia.
LINDORES ABBEY Bark 886 John Renton & Co., Glasgow.
ANNA M. 1905 A. Mortola, Genoa. Missing May 1916.
TARANAKI Bark 1193 James Galbraith, Glasgow. 1915 broken up, Genoa.

William Hamilton & Co., Port Glasgow

ADA MELMORE Bark 591 John Melmore, Maryport. Lost Jan.1887 off Brazil.

H. Murray & Co., Port Glasgow

BENARES 4m.Bark 1721 Watson Brothers, Glasgow. Wrecked 1910.
JEANIE LANDLES Ship 1425 David Law, Glasgow
LINLITHGOWSHIRE Thomas Law, Glasgow
COMTE DE SMET DE NAEYER 1906 Assn. Maritime Belge, Antwerp. Scrapped 1934.

John Reid & Co., Port Glasgow

ASHMORE Ship 1179 John Stewart & Co., London. Wrecked Apr.1919, Gnd.Manan.
GARTCONNEL Ship 1520 James Richardson & Co., Greenock.

(to be continued)

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

VOLUME FOUR, NUMBER THREE 25 MAY 1957

EDITORIAL FOREWORD-- After a lapse of more than a year, the way appears clear for the resumption of publication of LOG CHIPS as a quarterly. Our thanks to our readers for the patience they have shown in the last two years.

We have in the past detailed visits to various sources of recent maritime history in the United States. Below we present a log of a visit to Sunderland by David R. MacGregor, author of "The Tea Clippers," which gives an idea of the wealth of untapped source material that still exists in the British Isles.

LOG OF A VISIT TO SUNDERLAND

by David A. MacGregor

Saturday, 2 Oct. Arrived at Newcastle at 6:15 AM, on the 11:45 from King's Cross; reached Sunderland 8:15 AM. After breakfast and a stroll round the town, went round to Library and Museum. Saw Mr.Shaw, Deputy Director. Arranged to take down from walls models of CHOWRINGHEE (1851), GANGES (1106 tons built for Nourse 1861), and RODNEY (1874) by Wm.Pile and PALMYRA (snow built 1851, 245 tons) by Wilkinson.

Took lines off half model of CHOWRINGHEE in three hours. Also looked at their photos of sailing ships and their plans; latter were longitudinal sections of iron vessels CADWGAN, CHARLWOOD, MOUNTAINEER, and SCOTTISH ADMIRAL.

Had dinner with J.W.Smith, who writes under name of "Blue Peter." Looked at some of his record cards and his photos. Sunday. J.W.Smith picked me up in his car for a tour of the Wearside area. He drove me first st Seaburn, then along sea front to Roker, past North Dock and Thompson's yard to ferry. Then we drove up the Wear on the north bank, past Robert Thompson's old yard, stopping on Alexandra Bridge to look at Doxford's and Pickersgill's; then up to the next bridge some 8 miles up at Saithes, just below Biddick. Crossed bridge there and went downstream on south side. Made a detour to see South Hylton with its fallen-down stone buildings and old slipways -- most nostalgic and impressive. Then on again and finally reached the South Docks. Smith is known there and so we were able to drive right through and have a good look which would not have been possible otherwise, without a permit.

Monday. Went round to J.L.Thompson's. I saw the six half-models given in their letter and a rigged model of BRIER HOLME. Met Mr.Crangle who had written the letter to me; he took me up to see Mr.Urwin, the naval architect (he is also naval architect for Crown's and Laing's as well). He said he would look for plans of MAITLAND. Suggested I come back Wednesday. He gave me the name of Mr.G.C.Harforth of Laing's (their chief estimator).

I went direct round to Laing's. Mr. Harforth was with Mr.Alan Marr, the director. His assistant came down, and then went and made enquiries but everyone told him 'No models. No plans. Everything burnt before ship no.500.' But I waited for Harforth. I finally went up to see him. A charming man. Recalled seeing models. He took me down in the old boardroom. There were three paintings by R. Macgregor (no relation). One of TORRENS and two others. Also two very bad ones by a local artist Ray, painted c.1948, one of them of PHILIP LAING and another of a ship built c.1869. They also had an oil painting of ss HIOGO (c.1865) and of BLACK DIAMOND (?). In the next room was a half-model of JOHN AND MARY and a whole model of VIMEIRA showing timbers one side, with part of side hinged to swing down. Photo of this model obtainable at Science Museum, London. They were both in glass cases but it was arranged to have them taken out, and I would return on Tuesday. I saw their rigged model of TORRENS in waiting hall -- very fine.

After lunch I went round to Museum and met Mr. Wilson, who is in charge of all the museum exhibits. He sent his student

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assistant up to their store near Grindon Mill. They had got out the half-models of Robert Thompson & Sons' ships which I had asked for. I listed them (as follows), but had no time to measure:

1857	BRITISH MONARCH	Wood bk	366
1859	CHILLINGHAM (2 models)	Wd bk	452
1862	VIKING	Wood bk	339
1862	GEORGE AVERY	Wood bk	467
1865	DEUCALION	Comp bk	399
1865	GITANILLA	Wood bk	472
1865	SOUTHWICK	Comp bk	316
1866	AMADINE	Comp bk	547
1866	VELOCITY	Comp bk	491
1867	OCEAN ROVER	Comp bk	548
1867	EMULATION	Comp bk	392
1868	LARNAX	Comp bk	380
1868	WINDERMERE	Comp bk	482
1869	AQUILINE	Comp bk	547
1874	THESEUS	Iron bk	894
1879	LADY ELIZABETH	Iron bk	1155
1886	SANTA	Iron bk	979
1885	WAIKNA	Stl ss	155
1892	REGENT	Iron bktn	386
1892	LINDEN	Steel bk	1141

Could not stay later than 5 PM as there was no electric light laid on. I also took two photos of a small rigged model of Wm.Pile's ENGLAND'S GLORY (1869) with three skysails.

Went back to the Museum and took lines off GANGES, except for stem, as museum was closing (7:30 PM). This was the iron coolie ship. Model showed her as built before being lengthened in 1876. A beautifully modelled ship. No deck fittings.

TUESDAY. Went to Laing's arriving about 10 AM. Saw Mr.Harforth. The two models had been placed ready for me. In the morning I took lines off JOHN AND MARY. In the afternoon, I took lines off the VIMIERA, having to pack up about 5 PM, there being no electric light. It was then discovered that JOHN AND MARY was not built by Laing's, but had been obtained from a pub round the corner! I also met Mr.Marr, managing director. Went to Museum, then, and finished off model of GANGES.

WEDNESDAY. Went round to J.L.Thompson's. Mr.Urwin had found no plans at all. I asked if models in wall case could be taken down, so that I could work on them. He was quite agreeable, but Mr.Fleming, the general manager, said it would be a rather expensive item. I pressed Mr. Urwin and he said he would approach Mr. Cyril Thompson personally. So I left the copy of my book, for Mr.Urwin to show him. Then Mr.Urwin lent me the photo of VENCEDORA being launched in 1860 to have copied and also an album of old photos, which contained photos of their six half-models and of the barks G.B.S., EMILY A. DAVIES, ABBEY HOLME, and BRIER HOLME.

I went to Laing's in the afternoon. I took 8 photos of the two models. Then I took notes of VIMEIRA's deck details and also of her midship section.

In the evening I went to the Blue Water Evening in the Seamen's Mission. There was chanty singing, songs by a quartette, a talk on R.H.Gayner, Sunderland's last sailing ship owner, by J.W.Smith. The latter also introduced me and I said a few words. I met Captain Day, better known as "Billy Wheelhouse." Served his apprenticeship in the KIRKHILL.

THURSDAY. Rang Mr.Urwin, but no luck yet with the models. Said he would try and speak to Cyril Thompson, but very busy with a new ship on trials.

So went to Laing's and took photos of a building contract for unnamed ship in 1865/6 built by Pile & Spence. Spoke on telephone to Mr.I.C.Robertson, Office Manager to Smith's Dock Co., at South Bank, re model of BLENHEIM. He said that they could easily take side of case off, but as it was in ante-room to Directors' room, and they were there, it was not possible this week. I agreed to contact him direct when I was next coming up.

In afternoon went to Grimwood Mill and traced outline profiles of all of R.Thompson's models that had no backboards. Also took lines off DEUCALION and OCEAN ROVER.

FRIDAY. Rang Mr.Urwin, but he had still been unable to see Cyril Thompson. I agreed to go down in afternoon.

So I went to West Hartlepool, on the 9:38. First I went to the Library and met Mr.Lyde, the director of libraries and museums. He went with me to the Gray Museum and introduced me to Mr.Butcher who looks after it. I saw only three ship models. One was a two-masted topsail schooner, 12" long, very good. Another was a clipper of c.1860, with nothing above royals, but hull too dumpy.

Then there was the MIRAGE. This was actually of the clipper by J.Pile in 1855, but it had been rigged in 1869 by a Royal Navy petty officer as a brigantine. Under sail on a painted sea, it was the finest model of that kind I have ever seen. Hull

was to ¼" scale for the original MIRAGE, so it was very big. They had the lithograph of her in a branch library.

Returned to Sunderland on the noon train and got out to J.L.Thompson's about 5 PM. Mr.Urwin had had no luck. But he showed me some data sheets on BRIER HOLME and others. Decided to copy these on Saturday.

SATURDAY. Went to Thompson's. Copied out extracts from the yard data sheets relative to BRIER HOLME, G.B.S., and EMILY A. DAVIES, all barks of 1876. Left with Mr. Urwin at 12:30.

After lunch went to museum and took lines off half-models of RODNEY and PALMYRA. Finished at 7:10 PM.

SUNDAY. Took the 10:31 train to Newcastle, arriving about 11:00 AM. Left at 2 PM for Carlisle. Arrived at 3:50 PM and took a taxi to the Nicholson's house. Met a warm welcome; had a high tea and watched TV.

MONDAY. Breakfast began about 8:45; finished 10:15! Saw the 8 half-models of the Annan clippers, lying in their basement.

There was a good account of these vessels in the "Mariner's Mirror," pp.128-142, 1951. In order of fineness, as well as could be judged from the half-models, beginning with the finest and descending to the fullest, they are:

1854	ANNANDALE	759 tons
1861	MANSFIELD	357
1857	SHAKESPERE	486
1863	ELIZABETH NICHOLSON	904
1865	SARAH NICHOLSON	934
1859	JOHN NICHOLSON	685
1862	BURNSWARK	323
1853	BURNS	375

The model of QUEENSBERRY (1856, 635 tons) was missing; in degree of fineness she would possibly follow ANNANDALE.

In the morning took off lines of ANNANDALE and MANSFIELD. The former was a beauty.

Went to Annan in afternoon. Drove down the "Well" (shortened from "Welldale"), where the clippers used to be launched, just below Nicholson's office. The present quay occupies the site of the old shipyards, and the ships were launched across the stream, the present bank (with grass on top) then not lying in the middle of the fairway.

TUESDAY. Took a few offsets off BURNSWARK and lines of ELIZABETH NICHOLSON, SHAKSPEARE, and SARAH NICHOLSON; traced profile of JOHN NICHOLSON. Caught the 8:35 PM to Euston; after breakfast went to the office.

THE LAST VOYAGERS IN SAIL. II.

by James R. Mills

JACOBSEN, Betty,"A Girl Before the Mast," 264 pp., ill., Charles Scribner's Sons, New York, 1934.

Miss Jacobsen, an 18-year old typist of Norwegian stock who lived in Brooklyn, had typed the MS for Villiers' "Grain Race," and through that connection was able to go as an "apprentice" in the Finnish four-masted bark PARMA in the 1933 run from Port Victoria to Falmouth and Hull with Australian wheat. Her title is misleading, for of course she was in no sense before the mast, although she did do ship's work whenever she felt like it.

The book is really rather well written; perhaps her typing of "Grain Race" helped her style. Miss Jacobsen has a good sense of humor. She complains about the length of the passage (actually it was the record post-war run from Australia) and is very bored; however, she is inclined to laugh at herself for expecting piracy, barratry, or something equally romantic to break the routine. Ruby de Cloux, the captain's daughter, felt the same ennui, only more profoundly, and helped demonstrate how out of place women were in such ships.

Although the author's father was a sea captain, her understanding of seamen and their ways is not profound. The poorest display of taste is shown when discussing an alleged visit of the ghost of Ronald Walker.

Facts presented are often somewhat distorted, but if references to records are understood as limited to post-war times, they generally straighten themselves out. Miss Jacobsen reports the statements of the ship's afterguard, who know what they are talking about, but she does not always remember to include their qualifiers.

JOHNSON, Captain Irving, "Round the Horn in a Square-Rigger," 219 pp., ill. Milton Bradley Co., Springfield, Mass., 1932.

Irving Johnson already bore the title of captain when he went as a passenger in the Laeisz four-masted bark PEKING from Hamburg to Talcahuano in 1929, by virtue of having skippered a yacht or two on Long Island Sound. The PEKING's cargo was the usual general one, including aviation ethyl. Adverse winds in the North Sea and English Channel protracted an otherwise good voyage to 93 days.

An account of the voyage appeared in "Rudder" between December 1931 and March

1932; this book-length version was intended as a juvenile. We are told that this is "The Thrilling Adventures of Two Yankee Boys in the World's Largest Sailing Ship from the North Sea Round Cape Horn to Chile." Such a beginning is a bit unfortunate, as Captain Johnson and his friend Charlie were not exactly boys, and their ship was not the largest sailer in the world.

Other facts are not carefully treated--the royal yards are referred to as 175 ft above the deck, and the inner jib is said to be on the foretopmast headstay. The fact that the reader is expected to be ignorant is no reason for the author to write as if he were himself.

The Laeisz liners fared rather poorly in literature; both Hauser and Johnson were inclined to repeat any yarn or superstition as true. Johnson, however, was never fooled as badly as Hauser, who gravely reported that ships could dive into waves and stick, helpless because their screws, being in the air, could not back them free. Johnson does mention that PEKING's helmsmen were lashed down to prevent their being tossed overboard -- from the middle of her Liverpool house!

The photographs are very good and are well chosen to represent life in sail.

MATSON, Norman, "The Log of the CORIOLANUS," 189 pp., Vanguard Press, New York, 1930.

Mr. Matson, a novelist of some note, took passage in the Portuguese bark CORIOLANUS from New Bedford to the Cape Verde Islands in the summer of 1929. The ship was still largely a passenger vessel, like the present-day Brava packets, but she also had a load of 74 used cars to add to the three then running in Praia. The passage time was 40 days.

Mr. Matson, who travelled first-class if not better, for he had the owner's cabin (the master's under the British flag), is more interested in one or two people than in the ship or the ship's company. As might be expected from a novelist, he is most interested in his own reactions to a new environment.

The operation of the ship forms a sharp contrast to that of the North European vessels in the other books in this series. Only one maneuver is even faintly described, but it is clear that there are a dozen men for every job, and that even then they are slackly done. Discipline is all but non-existent; officers and men argue without regard for rank. The Mate lies on the deck while on duty, and there are parties on every possible occasion. Only the parties receive more than passing mention.

It is hard to find inaccuracies in this work for the simple reason that so few statements of fact are included.

MERRIAM, Charles, "Last of the Five-Masters," 256 pp. Claude Kendall, Inc., 1936.

The year of this voyage is not given, but it appears to be 1930-31. The author sighted the five-masted schooner EDNA HOYT in Portland, Maine, and arranged to go in her as a passenger from Norfolk to Martinique with coal and then from Venezuela to Tampa with goat manure, a common schooner voyage of the period.

What was a splendid opportunity to put on record a documentary account of the handling of a big American schooner in the last days of sail has been passed up in favor of some trite accounts of experiences ashore, with a few reports of quarrels between the skipper and crew mombers.

MUNCASTER, Claude, "Rolling Round the Horn," 238 pp., ill.; Rich & Cowan, London, 1933.

The author shipped aboard the Finnish four-master OLIVEBANK for her 1931 run home from Australia with wheat. Although he had no previous experience, he drew £2 a month as an O.S. There was only one apprentice aboard, an adolescent Australian who lived forward.

Mr. Muncaster is an artist and his purpose in making the voyage was to represent on canvas the operation of a sailing vessel while there were still a few left. His paintings are very good and show the big bark at sea in various situations, off the Horn, in heavy weather, etc., as a camera never could. His photographs are adequate but not on a par with those of such untrained artists as Alan Villiers.

An artistic background might imply attention to visual detail and perhaps to human values, virtues, and conflicts, and such indeed is the case. Others have dealt with the physical hardships undergone by a sailing ship's crew, but few, if any, have exceeded this author's treatment of the growth of character and its revelation as inhibitions wear thin. Although unsuited to the life and never really a member of the group, Muncaster nevertheless gives a fair and sympathetic picture of his messmates.

B O O K R E V I E W S

BEHRENS, C.B.A., "Merchant Shipping and the Demands of War," 494 pp., HMSO and Longmans Green & Co., London, 1955. Available thru Her Majesty's Stationery Office, Rockefeller Plaza, N.Y. Price $6.50.

Miss Behrens, a fellow of Newham College, Cambridge, has written what is undoubtedly the most important book to date on merchant shipping during World War II. It is included in the Civil Series of the History of the Second World War, edited by Sir Keith Hancock; and the author had access to official documents. This volume is confined to British wartime dry-cargo shipping, and is not concerned with shipbuilding, tankers, and coast-wise shipping, all of which are to be dealt with in other volumes of the series.

"Merchant Shipping" supplies an authoritative account of Britain's wartime shipping situation, including the ships, their operation and utilization, port capacity and problems, and the all-important "import programmes" without which the British cannot survive in war or in peace. In the latter lies the primary difference between British and United States merchant shipping during wartime, and also the reason for failure to recognize and reconcile conflicting demands and likewise for grave misunderstandings.

The book is concerned primarily, and almost solely, with British activity. The reader will find little concerning the contribution of the fleets of occupied nations and still less on the United States merchant marine. Scant mention is made of the United States war-built merchant fleet (the tonnage of which exceeded all British vessels afloat in 1939), of lend-lease assistance through which the United States not only provided Allied nations with billions of dollars worth of supplies but also the transport that laid down those supplies at destinations indicated by recipient nations, and of the war in the Pacific.

The title of the book might well have been "British Merchant Shipping and the Demands of War."

(Reviewed by Helen W.Gibbs)

WICKHAM, T.F., "Seamanship," 192 pp., 69 figs. Philosophical Library, N.Y., 1956. Price $3.75.

Written by a seamanship instructor of the National Nautical School, Portishead, Somerset, this little volume is intended to cover the Ministry of Transport's requirements for Efficient Deck Hands and First Year Apprentices.

Written in plain language and well illustrated, this volume is admirably suited to its intended purpose. An appendix gives the Rules of the Road as of 1954.

BONSOR, N.R.P., "North Atlantic seaway; an illustrated history of the passenger services linkimg the old world with the new," xxxii, 639 pp.; T.Stephenson & Sons Ltd., Prescot, Lancs., 1955. Price $8.50.

In the period from 1860 to 1955, something like 35,000,000 immigrants came to the United States from Europe in powered vessels, and millions more came to Canada. Millions more crossed the ocean in both directions as tourists and on business.

This book gives a history of each line that operated steamers (or motorships) and of each individual vessel that operated in the liner services. There are 182 chapters, each covering a line, and the ship histories are arranged chronologically under each line. Indexes of lines and of ships tie the whole togther.

There are numerous well-chosen photographic illustrations and also a group of 150 silhouettes by Captain J.H.Isherwood, all to the same scale, which portray the development of ship design from 1833 to 1923.

This volume will be the standard work in its field for years to come, as no improvements could be made except in details or to add the histories of vessels since 1955.

ROGERS, E.Neil, "Queenie's Brood," 312 pp. Vantage Press, N.Y., 1956. Price $3.95.

This is a first novel by a Naval Academy graduate of 1940, who now practices law in Richmond, Va. The chief characters are a couple of ensigns aboard an Atlantic Fleet battleship in 1941, when some men still slept in hammocks and officers wore whites at sea. Some good pictures of life in the "Old Navy" of 1941 are interspersed with some highly improbable adventures involving females ashore.

"The Annual Dog Watch," 144 pp. Shiplovers' Society of Victoria, 1956. 4s 6d.

This is no.13 of the series. It has a good yarn by Captain Harry Daniel and a real thriller by Winston Langdon on EMMA, ANNIE LARSEN, and MAVERICK in 1915.

RIESENBERG, Felix, Jr., "Sea War; the story of the U.S.Merchant Marine in World War II," 320 pp., 43 ill. Rinehart & Co., N.Y., 1956. Price $5.00.

As Helen Gibbs points out above in her review of Miss Behrens' book, the big difference between the merchant marine of the United States and that of most other countries is that the U.S.can get along without it in peace-time. Thus, while the necessity for a wartime build-up of our merchant fleet always produces plenty of ephemeral publicity during hostilities, as soon as a war is over there is a tendency to forget the contribution toward winning it made by the civilian component in moving war equipment overseas. The fact that the armed services maintain permanent public information organizations, while nothing of the sort exists for the merchant service, may be a contributing factor.

Likewise, the fact that in peacetime the forecastles of our freighters contain a fair share of the neurotics and misfits among our hundred and fifty or sixty million population, and that shipowners have had a lamentable tendency to arrange wage scales and working conditions for seamen accordingly, has generated public acceptance of a picture of the merchant seaman as something less than a second-class citizen.

It has remained for Felix Riesenberg Jr. to rectify these false impressions in "Sea War." The first complete account of the U.S.Merchant Marine in World War II, it is based on solid research, but at the same time it is not overloaded with footnotes and the other paraphernalia of the historian. It maintains a balance between administrative history, such as the development of the Maritime Service and the unions, and the narrative of actual operations.

There are 5 pages of bibliography and a full index. The illustrations include combat scenes and portraits of individuals connected with the merchant marine of the period.

EDWARDS, Herbert, "Their Lawful Occasions," 256 pp., 13 ill. Percival Marshall & Co., Ltd., London, 1956. Price 15s.

We reviewed "Under Four Flags" by Capt. Edwards in LOG CHIPS for Oct.1954, and this is a continuation of the story, through the author's service in the Royal Navy in 1914-18, retirement as a Commander, various civilian jobs, retreading in 1939, and second retirement in 1947. The snobbishness that we previously noted in the author comes out much more strongly in this volume, which is illustrated chiefly with photographs showing himself and some member of the royal family.

DUGAN, James, "Man Under the Sea," xiv, 332 pp.; 82 ill. Harper & Bros., New York, 1956. Price $5.00.

The interest in the sea which began not long after World War II with Rachel Carson's "The Sea Around Us" has largely turned, as far as book publishing is concerned, toward the various aspects of man's ventures in person below the ocean's surface. No publisher's catalog is considered complete these days without a title in this field.

Our advice to our readers is to borrow the rest of these books from their Public Library and then return them, but to invest five dollars in this treatise of Jim Dugan's and keep it on the shelf. It is far and away the best work that has yet appeared on the subject, and nothing is likely to supersede it for a long time.

Familiar at first hand with the problems of undersea exploration through his long association with J. Y.Cousteau, the author has brought his talents for historical research (which were well displayed in his "Great Iron Ship;" see LOG CHIPS, vol.3, p.78) to bear on the subject, and the result is a comprehensive and authoritative historical survey of all phases of sub-surface operations.

It will probably be news to most people that underwater photography was well developed by 1900 (like many other useful arts, it had to be re-invented during World War II) and that Germans used a submarine against the Danish Navy in 1850.

In a book so full of facts there are bound to be a few errors, but the worst we have been able to spot is the uncertainty of the value of a ton of gold. In the chapter on treasure recovery, pp. 66-67 indicate that £5 million in gold weighs 250 tons; on p.74, $2 million is 6 tons; and on p.77, $12 million is 10 tons. The last figure (dated 1940) seems to be about right, for, since 1935, the official price of gold at $35 a troy ounce (31.2 grams) works out at $1.12 per gram or $1.12 million per metric ton. The older price of $20.67 was equivalent to $660,000 per metric ton.

SAILING SHIP NEWS

RICHARD DONALD McKAY LYMAN arr.Sibley Hospital, Washington, D.C., 13 June 1956; weight 7 lb 14 oz; now weighs 28 lb.

BALCLUTHA, Ship. In Oct.1956 her dock rent at San Francisco was continued at the rate of $100 per month.

BOUNTY, H.M.Armed Transport (ex BETHIA). In Feb.'57 Irving Johnson recovered an anchor from her at Pitcairn I.

C.A.THAYER, 3m.sch. 2 May 1954 was bought by Charles McNeal from J.E.Shields. Moored as "pirate ship BLACK SHIELD" at Lilliwaup, Hood Canal, Wash., Oct.'54. June '56 bought by State of California on behalf of the S.F.Maritime Museum. 17 Feb. towed off beach and taken to Seattle. 21 Feb.arr Lake Union DD Co.for repairs preliminary to being taken to San Francisco; to cost $8,995. Harold Huycke is in charge of the project for the Museum.

CAROLINE, 4m.sch. Built 1902; hulked at Hunters Point, San Francisco, in '20's. Nov.1956 trailboards were salvaged for the new Seattle Maritime Museum.

CONSTELLATION, U.S.Frigate. Brought to Baltimore in a floating drydock in Aug. 1955. 65% of her hull needs renewing. Funds still undecided.

DITTON, Br.ship, built 1891, wrecked on Danish coast 1921. Early 1956 her bottom was uncovered and a portion salvaged for scrap before being buried again in a gale.

E.W.SCRIPPS, aux.sch. Built 1924 as yacht AURORA for R.C.Durant; bought by Univ.of Calif.in 1937 from Lewis Stone as SERENA for research ship, Scripps Inst.of Oceanography. Retired 1956. Appeared in "Around the World in 80 Days" as a side-wheeler. Now owned in Cook Is. as a trading vessel; renamed TIARE MAORI.

EAGLE, U.S.C.G.tr.aux.bk. 1956 fitted with trail boards. Her 1956 training cruise was New London-San Juan-Canal Zone-Havana-Halifax, N.S.-New London.

FOZ DO DOURO, Port.m/v. (ex 4m.bk HAWAIIAN ISLES, STAR OF GREENLAND, ABRAHAM RYDBERG) Laid up at Lisbon since June 1953. Oct. 1956 sold to Bonita Co., Tangier. Feb. '57 towed to Spezia by Port.tug MONSANTO for scrapping.

HARTFORD, U.S.S. Sank at her Norfolk, Va., berth, 20 Nov.1956.

J.T.WING, 3m.sch. Formerly museum ship; has been abandoned at Detroit.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.tr. T/S Sch. About 30 Jan.1957 sailed Honolulu for San Francisco, after an 8-day stay at Pearl Harbor.

LA MERCED, aux.4m.sch. Still idle, Lake Union, Seattle, Wash.

LEVIN J.MARVEL, 3m.sch. In Jan.1956 her skipper was found guilty of negligence in connection with her loss in Baltimore Federal Court and drew a one-year suspended sentence. Inspection laws have been tightened as a result of the tragedy.

MAYFLOWER II. Replica (by educated guesswork) of the 1620 vessel. 20 April '57 left Plymouth, Eng., for Plymouth, Mass., with Alan Villiers in command. Cleared Lizard on the 22d but was forced to take the southern route and reported herself in 26-50N, 18-47W on 4 May.

NIPPON MARU, Jap.aux.4m.tr.bk. July '56 arr San Francisco 47d from Tokyo; returned via Hilo, H.I.

RUTH, bk. Built Sunderland 1860 as SHARPSHOOTER. Later a bktn; still later a coal barge on San Francisco Bay. May'24 beached after collision with tanker HAGEN. Feb.'57 floated at Government Island for scrapping by Frank Fuller.

SCOTTISH LADY, barge (of London). Formerly bark LA ESCOCESA and STAR OF CHILE. In July 1955 was to begin hauling lime from Vanada, Texada I., B.C., under charter to Balfour, Guthrie & Co. from Vancouver Tug Boat Co.Ltd.

STATSRAAD LEHMKUHL, Norweg.aux.tr.bk. 24 July 1956 arr New York.

WAWONA, 3m.sch. Still idle on Lake Union.

(With thanks for items to Harold Huycke, Gordon Jones, J.S.McCullough, Ed Collins, Karl Kortum, Jack McElroy, J.Malling, and Capt.Joseph Johnson.)

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MARGARET HEALD (p.33) became a steamer in 1919 under the name DON ROBERTO and was wrecked at Valparaiso 10 June 1926.

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ATTENTION PHILOSEMISTS

Readers interested in semialogy (the study of flags and signals) are urged to get in touch with Mr.John S.Styring of Chadwell Lodge, Ware, Herts, England, concerning the establishment of a proposed international society devoted to the subject.

Flags and signals are intimately connected with ships and shipping, and LOG CHIPS from time to time in the past has carried material on this field. We welcome the possibility that a periodical may be issued on the topic.

GERMAN SAILING VESSELS AND WORLD WAR I, by HAROLD HUYCKE (contd.from p.17)

Rhederi Visurgis Aktien Gesellschaft (in liq.), Bremen

NAL	UK '92	Caleta Colosa	France	Danzig NAL	Abnd.off C.Horn Jan.1923
NEREIDE	Ge '90	Tocopilla	France	German NEREIDE	Scrapped 1922.
NEREUS	Ge '89	Chanaral	Britain	American NEREUS	Scrapped 1925.
NESAIA	Ge '91	Taltal	France	German BARMEN	Scrapped 1925.
NIOBE	UK '93	Coquimbo	Britain	German HARALD	Scrapped 1925.

Carl Johann Klingenberg, Bremen

MATADOR (wood)	Ge '84	New York	U.S.'17	American MONTAUK	Wrecked Aug.1920.
SEEFAHRER	UK '88	Gatico, Chile	Italy	German SEEFAHRER	Scrapped 1921.

Rickmers Rhederi Reismühlen Schiffbau A/G, Bremerhaven

R. C. RICKMERS	Ge '06	Cardiff	G.Brit.'14	British NEATH.	Torpedoed March'17.

Tideman & Co., Bremen

CHILE	Ge '93	Cardiff	G.Brit.'14	?	
PERU	Ge '94	Sold 1914 to Krabbenhöft & Bock, Hamburg; renamed FRITZ.			
FRITZ		At sea	G.Brit.'14	Norweg.STORSKOG	Sunk by U-boat 1917.

J.C.Pflüger & Co., Bremen

ALEXANDER ISENBERG	Ge'91	Caleta Colosa	Britain	Ger.ALEXANDER ISENBERG.	Scrapped'22.
H. HACKFELD	UK '90	Caleta Colosa	Italy	German H.HACKFELD	?Scrapped 1924?

W.A.Fritze & Co., Bremen

RIGEL	Ge '91	Mejillones	Britain	German RIGEL	?Scrapped in Spain?

Seetzen Gebr., Bremen

CARL	Fr '91	At sea	G.Brit.'14	Norwegian LAPWING	War loss.
EDUARD	Ge '98	British port	G.Brit.'15	British EDUARD	Sunk by U-boat'17.

H.Bauer, Rostock

MARTHA BOCKHAHN	UK'91	At sea	French	?	?

Norddeutscher Lloyd, Bremen.

HERZOGIN CECILIE	Ge'02	Guayacan, Chile.	Fr. Finnish	HERZOGIN CECILIE.	Wrecked 1936.
HERZOGIN SOPHIE CHARLOTTE	Ge'94	Caleta Buena	British Finnish	GJERTRUD	Broken up 1925.

Deutscher Schulschiff Verein, Oldenburg.

GROSSHERZOG FRIEDRICH AUGUST	Ge'14	(home)	British	Norweg.STATSRAAD LEHMKUHL	(1957).
GROSSHERZOGIN ELISABETH	Ge '01	(home)	(under 1600)	French	1946: DUCHESSE ANNE.
PRINZESS EITEL FRIEDRICH	Ge '09	(home)	France	Polish DAR POMORZA	(1957).

Helmuth Mentz, Rostock

FRIEDA MAHN	Ge '91	At sea	French '14.	French BON PREMIER	?

O.D.Ahlers, Elsfleth.

ANNA	Ge '92	Brake	(under 1600)	German TONI.	?

Deutsche Dampffischerei Ges.Nordsee, Nordenham.

STANDARD	US '76	Norwegian port	Blown ashore and wrecked, 1917. (Wood)

CORRECTIONS AND ADDITIONS

POTOSI (p.6) was renamed FLORA

TELLUS, not MAIPO (p.7) was rn.MALABOO.

DHARMA (ex OLIVA, p.7) was Chilean

ERNST (p.17) was built in UK and was lost in Oct.1916 as British CANOWIE.

VIGANELLA (p.17) was a British prize at sea; BURROWA was sunk by a U-boat 4/17.

EXCELSIOR was wrecked in 1915 as Norwegian ANDA.

ROLAND became Russian EDGAR and was a war loss.

UNITED KINGDOM SHIPBUILDING 1877-78

On the three following pages we complete the list of vessels built in the United Kingdom in 1877; which was begun on pages 21-24. The corresponding list for 1878 was on pages 8-12.

It will be observed at once that 1878 was a much poorer year for building than 1877 (though it was far better than 1879). A considerable survival of wooden shipbuilding in 1877-78 will be noted, concentrated at Sunderland, the south and west of England, Wales, and the east of Scotland. The only sailing vessel of steel was the BAY OF CADIZ in 1878.

The largest sailing vessel of 1878 was the four-master WATERLOO, 1976 tons; the largest three-master was CYPROMENE, 1889. In 1877 the largest was the four-master ROMSDAL, 1887 tons; largest three-master was CELESTIAL EMPIRE, 1832. This increase in size of iron hulls was just the inverse of what happened in wooden shipbuilding, as the largest wooden vessels built in 1877 were MARATHON, 843 tons, and ORDOVIC, 10 tons larger, while in 1878 CAROLINE SPOONER of 684 tons was at the top. These three were the last wooden trading vessels of their size built in Britain.

The wooden brig CREOLE in 1878 and the iron brigantine T.S.B. in 1877 may have been the last of their rigs built in the British Isles.

Vessels later American include CYPROMENE and FALLS OF CLYDE in 1878 and YARKAND, STAR OF FRANCE, and STAR OF ITALY in 1877. CYPROMENE as MONTEREY became a four-masted tank schooner barge in 1904 and after the Armistice was rigged out as a five-masted barkentine in the lumber trade. She was scrapped in 1934 at Los Angeles.

FALLS OF CLYDE was bought by William Matson (who, by coincidence, later owned MONTEREY) of San Francisco just before 1900. After some years in the sugar trade, she was converted to a tanker in 1907, and then carried crude oil from California to Honolulu, returning with molasses. In 1922 she was cut down to a barge, and she still serves at Ketchikan, Alaska.

YARKAND, under Finnish ownership, was wrecked in the Gulf of Mexico in 1900 and after being refloated was converted to a barge. The two STARS were both bought by J.J.Moore and Pope & Talbot of San Francisco in 1898 and after a brief spell under the Hawaiian flag (like FALLS OF CLYDE) became American in 1900. In Dec.1905 both were sold to the Alaska Packers Association of San Francisco.

Mr.Jens Malling of Copenhagen has sent the following amplifications to the 1878 list:

CRICKET in 1892 became ANITE of N.H. Svarrer, Nordby, Den. Condemned and sold for a hulk at Rio Gallegos March 1898.

ALEXA wrecked at Surprise I., July 1901.

MONA sold for a barge, 1924.

POLLY as THEMIS hulked 1901.

LIBURNIAN capsized at Pt.de Galle 1/1881.

ALBERT VICTOR as BRETAGNE missing 1909.

ALICE LYNE as FLORA wrkd.Martinique'05.

CAROLINE SPOONER became OCEOLA and was lost in July 1895.

MANX QUEEN abandoned at sea 2 Dec.1902.

EDDERSIDE lost in collision 7 July 1919.

ALLERBY was SOFIA PRINCIPESSA in 1901.

EMULATOR foundered 19 Dec.1900.

INDIAN CHIEF foundered 23 Dec.1895.

THE DEAN as HUMOR wrecked Feb.1898.

OCHILVALE hulked as LORENZO 1905/06.

To 1877 list:

MOW HILL missing since August 1897.

MOEL EILIAN about 1900 sold to J.A.Leschbrandt, Mandal, Norway; later named VALKYRIE.

PALLAS as ANNA submarined 13 May 1917.

GLENERICHT lost at sea by fire 28 Nov.'77.

ST.MILDRED as BRUNSHAUSEN ditto Feb.'01.

KOH-I-NOOR lost Oct.1906.

MARGARET HEALD as CORNELIA JACOBA took a cargo to Punta Arenas; hulked; see p.31.

CALABAR (which like her sister EBOE was a jackass bark) was wrecked 10 May 1891.

GAERWEN in 1918 became ODIN of C.F.Nielsen, Odense, Den.; condemned May 1919.

LINDORES ABBEY became ANNA M.in 1899.

GARTCONNEL was lost in collision 8/1880.

To 1879 list (pp.141-2, vol.3):

GERMAINE ex OAKHURST was scrapped at Ostend, Belgium.

MACMILLAN was resold to I.& M.Debernardis & Dodero Hnos., Montevideo, and renamed ROSARIO. Submarined 3 June 1917.

LORD DUFFERIN as JUPITER was not scrapped in 1910 at Stettin, but her hull was kept by the shipyard and was seen there in 1916 by a former Danish skipper.

LAST WOODEN FULL-RIGGER

Mr.Malling also writes that the Danish East India Co.built a teak full-rigger at Bangkok in 1921, the 735-ton THOON KRAMON. She was condemned and broken up at Hong Kong in October 1921.

Russell & Co., Port Glasgow.
DUMFRIESSHIRE Bark 1262 J.& W.Goffey, Liverpool
ALFHEIM 1907 P.L.Møller, Mandal, Norway
MAAGEN 1916 V.Müller, Copenhagen, Denmark.
SERIOL WYN Bark 1115 Hugh Pritchard, Glasgow
PERFECT 1898 A.Meling, Stavanger, Norway. Sunk by U-Boat June 1917.
SNOWDON Bark 1112 R.& D.Jones, Liverpool. Hulked 1925.

Birrell, Stenhouse & Co., Dumbarton
CLYDEBANK Bark 893 G.G.Macfarlane, Glasgow.
NOSTRO PADRE 1903 Flli. Consigliere, Genoa. Hulked 1912, R.Plate
PINZON (river barge). Owned in Buenos Aires 1954.
COUNTESS OF DERBY B 775 James Allison & Son, Dundee
INGRID 1896 Carl Brynjulfsen, Tvedestrand. Broken up at Leith, 1924.
EARNOCK Ship 1255 Potter, Wilson & Co., Glasgow
SATOR 1903 J.A.Henschien, Lillesand, Norway.
MARIPOSA 1917 C. Tonne & Co., Buenos Aires
ASIA Argentine Nav.Co., Buenos Aires (barge). Afloat 1954.
LADYLAND Sch 120 J. Walker, Glasgow
RISING STAR Bark 870 Henry Melmore, Maryport
SOLLECITO
MARIUS RICOUX 1908 M.Ricoux & Co., Marseille. Hulked 1911 at Sydney.
ROTHESAY BAY Bark 775 Hatfield, Cameron & Co., Glasgow
ACTIV 1905 A.J.Freberg, Sandefjord, Norway
ROTHESAY BAY 1916 Chas.Lundin & Sons, Sydney. Hulked Oct.1921 at Auckland.
SARACA Bark 870 Scotia Shipping Co.Lim., Glasgow.. 1914 hulk, B.Aires.
STIRLINGSHIRE Ship 1262 Thomas Law & Co., Glasgow
STERLING 1897 Zernichow & Gotaas, Kristiania. Wrecked Azores 4 Feb.1912.

A. McMillan & Son, The Dockyard, Dumbarton
AMERICA Ship 1280 James R. Montgomery & Co., Liverpool. Burned May 1900.
DUNKELD Bark 1040 Finlayson Bros., Glasgow
GRANDE 1902 O.R.Føreid, Grimstad, Norway. Lost in Baltic ice, 1928.
LEONIDAS Ship 1388 John Patton Jr.& Co., London
SOUTHERN MONARCH 1882 Royal Exchange Shipp.Co., London. Lost Dec.1882.
MACDUFF Ship 1280 Builders
BRITTA 1903 H.Christensen, Langesund. Missing 1912.
MARAVAL Ship 1309 Wm. Kenneth & Co., Glasgow. Missing Sept.1900.
SANDHURST Ship 1571 W.R.Price & Co., London. Burned Indian Ocean Feb.1879.
TILKHURST Ship 1570 W.R.Price & Co., London
BLANCHE 1893 A.D.Bordes et fils, Dunkirk. Broken up 1923.
YARRA YARRA Ship 1290 Wm. Gracie & Co., Liverpool. Lost with all hands 1885.

Barclay, Curle & Co., Glasgow
ASTARTE Bark 936 James Shepherd & Co., London. Lost 1881.
BEN MACDHUI Bark 1157 Watson Bros., Glasgow. Burned Dec.1893, Java.
COUNTY OF INVERNESS 4mS 1716 R.& J.Craig, Glasgow
DORA 1911 (Argentine)
CARMEN 1916 R.Boussac, Bordeaux. Converted to steamer 1920.
NEMRAC 1921 H.Leetham & Sons,Lim., Liverpool
LASSA Bark 1199 S. Potter & Co., London. Lost Aug.1880, Indian Ocean.
SAMARKAND Bark 1161 W.& J.Crawford, Greenock.
BONN 1902 J.Wimmer & Co.(Lisbon), Hamburg. Missing Dec.1913
TWEEDSDALE 4m.Bark 1460 J.& A.Roxburgh, Glasgow
GERNOT 1910 Deutsche Seeverkehrs A/G Midgard, Nordenham. Hulk Lisbon'22.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow.
BELLONA Bark 528 Hugh Barton, Glasgow. Burned at Pisagua August 1888.
BRENDA Ship 1291 Sandbach, Tinne & Co., Liverpool
LAURA (Italian) Missing, Feb.1904, South Pacific.
SHEILA Ship 1295 Sandbach, Tinne & Co., Liverpool
REGINA COELI 1900 A.Mazzella di Stelleto, Naples
TRAFALGAR 4m.Ship 1765 Alfred Brown, Glasgow. Wrecked Nov.1904 near Pernambuco.

Dobie & Co., Govan, Glasgow
CARRADALE Ship 1294 Stuart Manford, Glasgow.
DUNARD Bark 732 James Dunn & Sons, Glasgow. 1911 hulked Mauritius.
FIRTH OF TAY Bark 866 James Spencer, Glasgow.
VILASAR 1899 (Spanish) Condemned after dismasting Jan.1910.
LENNOX Bark 1285 J.& R.Young, Glasgow. Abandoned on fire Oct.1882.
NEBO Ship 1427 John Smith, Glasgow
FORTHBANK 1899 A.Weir & Co., Glasgow
LEONIDA 1910 (Peru) Wrecked 23 Nov.1911, Chincha Is.
RODELL BAY Ship 1117 Hatfield, Cameron & Co., Glasgow. Missing 1881.

D.& W. Henderson & Co., Partick, Glasgow
KILMENY Bark 817 Kerr, Newton & Co., Glasgow. Missing Tasman Sea May'83.
LOCH SHIEL Ship 1277 Glasgow Shipping Co., Glasgow. Wrecked Jan.1894.
LOCH SLOY Ship 1280 Glasgow Shipping Co., Glasgow. Wrecked Apr.1899.
ZETA Bark 671 Swansea Merchants Shipowners Co.Lim., Swansea
MICHAEL BERENTSEN 1894 Sigval Bergesen, Stavanger
BELLGLADE 1910 Alf Monsen, Tønsberg. Sunk by U-Boat 12 June 1915.

A. & J. Inglis, Point Ho, Glasgow
LOCH ETIVE Ship 1288 General Shipping Co., Glasgow. Hulked 1911, France.

London & Glasgow Co., Glasgow
DOON Bark 859 D. Hunter, Ayr. Ended as barge at Mobile, 1930's.

Alexander Stephen & Sons, Linthouse, Glasgow.
GEORGE KNOX Bark 349 George Knox, London.
GAZELLE 1880 Wm.J.Anderson (Cape Town), London. Wrecked Feb.'94, N.Zea.
LURLINE Bark 800 James Adair, Glasgow
PEROLA (Portuguese)
SYLFIDEN 1906 T.Dannevig & Co., Sandefjord. Sunk by U-Boat 11 Apr.1917.
MABEL YOUNG Bark 1046 Killick, Martin & Co., London. Capsized at sea July'79.
PSYCHE Bark 1032 A.C.le Quellec, Bordeaux. Jan.1901 abandoned off C.Horn.
RIVER LEVEN Bark 806 Alex. Denny, Glasgow. Sunk in collision, 1885.
VISURGIS Bark 1141 D.H.Wätjen& Co., Bremen. Wrecked August 1911.
WANGANUI Ship 1136 New Zealand Shipping Co.Lim., London.
BLENHEIM 1889 J.Leslie, Aberdeen. Sunk by U-Boat 22 Feb.1917.

J. & G. Thomson, Clydebank, Glasgow.
CAPE BRETON Ship 1504 A. Lyle & Sons, Greenock. Wrecked July 1894, Chile.
CAPE ST. VINCENT S 1504 A. Lyle & Sons, Greenock.
LADY LINA 1891 O. Banck, Helsingborg, Sweden.
ANGELO REPETTO 1903 G. Repetto, Genoa. Missing 1910.
LOCH RYAN Ship 1264 General Shipping Co., Glasgow
JOHN MURRAY Govt.of Victoria(Dept.of Defense), Melbourne. Lost 1918.
ORTHES Ship 1270 A.Russell & Co., Glasgow
MATAURA 1898 M.Bruusgaard, Drammen
HEDVIG 1915 M. Hannestad, Fredrikshald. Abandoned May 1917.
SALAMANCA Ship 1262 A.Russell & Co., Glasgow. Scrapped 1914, Genoa.

James Geddie, Senior, Kingston (Garmouth), Elginshire
COCK O' THE NORTH 240 Alex. Marr, Banff (Three-masted topsail schooner) WOOD
GAYA 1895 C.P.dos Santos, Oporto
COCK O'THE NORTH 1905 C. Thompson, Hull
NORTHERN BELLE Bktn 227 William Whyte, Banff (or 3m T/S Sch) WOOD

William Kinloch, Kingston (Garmouth).
SCOTTISH CHIEF Bktn 328 Builder, Banff. WOOD

J. Duthie, Sons & Co., Aberdeen
BRILLIANT Ship 1666 Builders
NOSTRA SIGNORA DEL CARMINE 1905 T.Gazzolo, Genoa. Sunk by U-Boat Aug.1916

Alexander Hall & Co., Footdee, Aberdeen
ELISSA Bark 431 Henry F. Watt, Liverpool
FJELD 1897 Bugge & Olsen, Laurvig, Norway
GUSTAF 1912 Carl Johansson, Kalmar, Sweden. Motor schooner 1918-1947.
ELLIOT Bark 1177 J. Muir, Arbroath. Missing Dec.1901.
SCOTTISH LASSIE Bk 899 McIlwraith, McEacharn & Co., London.
ALEXANDRE 1895 A.Viot, Nantes
LE GALION Union des Chargeurs Coloniaux, Havre. Scrapped 1925.

Walter Hood & Co., Aberdeen
PERICLES Ship 1671 G. Thompson Jr.& Co., Aberdeen.
SJURSØ 1917 L.Jørgensen, Kristiansand. Scrapped 1923, Kiel.

Brown & Simpson, Dundee
LADY KINNAIRD Bark 715 W.B.Ritchie, Dundee

Dundee Shipbuilding Co., Dundee
HARRIET LOUISA Ketch 84 G. Thompson, Lerwick WOOD
ORIENT Bark 518 Charles Duncan & Co., Dundee. Wrecked Sept.'18.WOOD

Alexander Stephen & Sons, Dundee
GLENGARRY Ship 844 W.O.Taylor & Co., Dundee
GERONIMA BIANCHI
INES 1908 Abandoned at sea 1908.
OVERDALE Bark 912 John Hay & Co., Liverpool. Sunk in collision July'97.
SOUTHESK Bark 1210 D. Bruce, Dundee
OLGA 1905 O.D.Hansen, Porsgrund, Norway. Lost 8 Nov.1906.
STUART Bark 912 John Hay & Co., Dundee. Wrecked April 1901, Welsh coast

John Key & Sons, Kinghorn
CHILI Bark 712 J.W.Robertson, Dundee. Broken up 1915, Italy.

Roy & Mitchell, Alloa.
GARTMORN Bark 342 Builders
ROLLON Mrs. E. Leber, Fecamp, France WOOD

Harland & Wolff, Belfast
LORD CAIRNS Ship 1372 Thomas Dixon & Sons, Belfast
SPICA M.L.Bertolotto, Genoa. Broken up 1922.
RIVER LAGAN Bark 895 R. Neill & Sons, Belfast. Wrecked 1885.
SLIEVE BAWN Ship 1749 W. P. Sinclair & Co., Liverpool. Wrecked Nov.1904.
SLIEVE MORE Ship 1749 W. P. Sinclair & Co., Liverpool. Burned June 1885.
STAR OF FRANCE Ship 1644 J. P. Corry & Co., Belfast
OLYMPIC II (barge) 1934 Hermosa Amusement Corp., Los Angeles. Sunk Sep.'40.
STAR OF ITALY Ship 1644 J.P.Corry & Co., Belfast. 1927 hulked, Colombia.

Wheeler, Cork.
IONE Brig 252 Wm.Thorburn, London (not registered till 1880) WOOD

Cork Harbour Docks & Warehouse Co.Lim., Passage West, Cork
WOODLANDS Bktn 451 Builders WOOD

THE PERIODICAL PUBLICATION | LOG CHIPS | OF RECENT MARITIME HISTORY

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THE INTERCOASTAL TRADE BEFORE 1850

We commence herewith a history of the shipping services between the east and west coasts of the United States. Although it will be primarily focused on the regularly scheduled common carrier services, we shall attempt in this account at least to mention all the various aspects of cargo movement between the two coasts.

Cook in 1778, on his third voyage, had carried on a lively trade in furs with the natives of Nootka, on the west coast of what is now Vancouver Island, and his report stimulated interest in the coast in several directions, since furs were one of the few commodities that then could be exported to China in return for the tea, textiles, ceramics, and other items then in demand in the West. Ships were sent to the coast by the East India Company from China, and by other interests direct from Britain. Meanwhile, in 1784, the Russians moved across to Alaska, settling first on Kodiak Island. The only other European settlement on the coast at this time was in California, where Franciscan missions, the first at San Diego in 1769, were followed by Spanish colonies, beginning at San Jose in 1777.

The first American voyage to the coast began on 30 Sept.1787, when the ship COLUMBIA, Capt.Kendrick, and sloop LADY WASHINGTON, Capt.Gray, left Boston for the Northwest Coast. Both vessels reached Nootka safely after rounding Cape Horn. A cargo of furs was soon acquired, which Gray took in the COLUMBIA to China via Hawaii, returning around the world to Boston. Back on the coast in 1791 and 1792, Gray discovered the river that still bears the name of his ship, while his own name is attached to a large bay 70 miles to the north.

Within a few years after this successful beginning, Boston ships were dominating the fur trade. In the 10 years after 1785 there were 15 American and 35 British vessels engaged in the trade; in the following 10 years the numbers were 68 American and 10 British. In addition to the barter with natives, American ships brought flour and other supplies to the Russian settlements of Alaska (whose chief port after 1799 was Sitka), exchanging for furs and then proceeding to Canton. Sea otters came to be the most sought-after furs and as these were abundant in coastal waters as far south as Lower California, Boston ships "in distress" (to circumvent the strict Spanish regulations against trade in their colonies by foreign ships) began to call at California ports in 1796. Adele Ogden's book "The California Sea Otter Trade 1784-1848" contains a thorough description of this trade.

A new trade began in 1811 with the arrival of the ship TONQUIN in the Columbia River. Sent out from New York by John Jacob Astor's Pacific Fur Co., she carried a group of trappers who settled the town of Astoria, at the river mouth. Henceforth supplies for the permanent American settlements were included in the cargoes that came around Cape Horn from the eastern United States. Astoria was seized by a British warship in 1812, after the outbreak of war with Britain, but it was restored to American possession in 1815, and by a treaty in 1818 joint British and American occupation of the Oregon country was agreed to.

Meanwhile, in 1812, a Russian outpost was established at Fort Ross, a little north of San Francisco, for the purpose both of raising wheat for the Sitka colony and of providing a base for hunting the California population of sea otters. Spain, in the 1819 treaty that transferred Florida to the United States, established 42°N as the northern limit of her California possessions; Russia in 1824 similarly set 54°40'N as the southern limit of Alaska. Mexico, taking California along, became independent of Spain in 1821, and the region now was open for international trade.

Although the firm of McCulloch, Hartnell & Co., agents for the British house of John

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Begg & Co.in Peru, attempted to monopolize the new trade by contracting with the California missions for their hide and tallow output-- these being the only commodities beside otter skins that California then had to export-- the attempt was a failure, and Begg & Co.went bankrupt. In January 1822 the Boston firm of Bryant & Sturgis dispatched the ship SACHEM to California. Her return to Boston in 1824 with a cargo of hides for the Brockton shoe factories marked a milestone in the intercoastal trade, since for the first time a vessel had returned to the East with a cargo instead of proceeding to Honolulu or China for further trading.

Bryant & Sturgis remained in the trade until 1841; they sent 16 vessels in all to California and exported 500,000 hides, 400,000 of them in the period 1830-40. We know more today of the life in the hide trade at this period than of the intercoastal trade at any other period by the fortunate circumstance that a Harvard student, Richard Henry Dana, Jr., made a voyage to California in the Bryant & Sturgis brig PILGRIM in 1834, returning in the ship ALERT, and set down his experiences in the classic "Two Years Before the Mast."

An indirect trade was also carried on at this period by Honolulu merchants, who sent Boston and China goods to California in exchange for hides, which they then shipped to Boston. The high Mexican duties on imports were a great incentive to smuggling, and the present-day names of two "Smugglers' Coves" in the islands off Southern California commemorate occasions when a half-empty vessel whose original cargo had been duly entered at the Monterey customs house filled up again from a sister vessel whose arrival from Hawaii had been less formal.

Horns (the most prominent part of California cattle in those days) also went East for conversion into combs, spoons, and other small articles that today are made of celluloid or similar plastics, but tallow had no value in the East (abundantly supplied with candle material by the sperm whale fishery), and it was exchanged by the Boston merchants for hides collected by Peruvian ships, and was sent to Callao.

Oregon, meanwhile, was also attracting Boston merchants. In 1840 the brig MARYLAND was sent out from Boston on a trading voyage, with the unusual circumstance that Capt.Couch and his officers shipped like whalemen on a "lay" or share of the profits. The MARYLAND is credited with bringing back some of the first Columbia River salmon that reached the East, and the venture appears to have been successful, since Capt. Couch returned in 1842 and again in 1843 in the brig CHENAMUS from Newburyport. Oregon at this period was filling up with American settlers who came overland; 1,000 arrived this way in 1842 and many more in the following years. Joint occupation with Britain which was chiefly represented in the country by the Hudson's Bay Company, ended in 1846, when, by treaty, the 49th parallel, which already marked the boundary between Canada and the United States east of the Rockies, was extended to Puget Sound, Vancouver Island remaining British.

The principal successor to Bryant & Sturgis in the California hide trade was Wm.Appleton & Co., with Jos.B.Eaton & Co. and Benj.T.Reed also taking part. In the '40's, these firms encouraged their California agents to include otter skins with their shipments, and significant quantities of gold dust, from low-grade placers in the southern part of Alta California, also began to appear on the manifests. The trade was still essentially barter, with the vessels serving as floating department stores as they called at ports between San Diego and San Francisco. There is an excellent account of this trade in "Cape Horn to the Pacific" by Raymond A.Rydell.

But changes were also coming to California. The Russians moved out in 1841, selling their entire establishment to John A. Sutter, a Swiss-educated German who had settled on a land grant at what is now Sacramento. Americans were taking up other grants and acquiring Mexican citizenship. When war broke out in 1846 over the annexation of Texas by the United States and the subsequent occupation by U.S.forces of the strip claimed by Mexico between the Nueces and the Rio Grande, what was 90 years later to be known as a "fifth column" was already present in California. The U.S. declared war on Mexico on 13 May 1846; on 14 June the "Bear Flag Republic" was proclaimed at Sonoma; and on 7 July Commodore Sloat arrived at Monterey and raised the American flag. Fremont was already in the country with a small land force, and the arrival of General Kearney overland with a larger force in December soon put an end to all resistance; California was secured by January 1847.

Meanwhile, American forces were equally successful on the other fronts against Mexico, and the war terminated in the treaty of Guadaloupe-Hidalgo, 2 February 1848, by which all of California between 42°N and a line "one marine league south of the port

of San Diego" was transferred to the United States. The hide trade, already in trouble from falling prices -- in 1846 eastern tanneries were paying less than 10¢ per pound, and a 25-lb cowhide was serving as $2 or even $2.25 in currency in California; only a stiff markup on the eastern goods could leave a profit-- was further disrupted by the war, which interfered with the customary slaughter of cattle. The last full cargo of California hides was shipped in the Appleton ship BARNSTABLE, Capt.Hall, which left San Diego 8 June 1848 and arrived at Boston on 16 October with 33,000 hides.

If Captain Hall brought any news from California, it did not reach the newspapers; probably he knew less of what was going on there than was already available in the East. For the big California news was that on 24 January 1848, James W. Marshall, an American mechanic employed by Sutter to build a sawmill on the American River, had discovered a rich placer deposit of gold in the tail-race of his new mill. This was nothing like the older mines of Southern California, which would barely keep a Digger Indian in frijoles, but a bonanza in which an American with a few days of work could accumulate more than he could earn in a year at his trade back East. That summer every able-bodied man in California went off to try his luck in the gold fields, and as the news spread first Mexicans, then Peruvians, Chileans, and Australians, poured into the country.

The first official word was dispatched East in July and reached the Atlantic in the middle of September; but there was no confirmation until the end of November, and not until President Polk's message to Congress on 5 December was the news widely believed.

The effect of this news can be simply illustrated by citing a few figures. In 1848 the port of San Francisco (the gateway to the gold country since all the rivers where gold was found flowed into the Sacramento and San Joaquin, and they in turn into San Francisco Bay) had about 8 or 9 arrivals from the East (the figures are somewhat contradictory), and this rate continued through the first quarter of 1849. However, from 1 June 1949 to the end of the year, arrivals at San Francisco from domestic Atlantic ports totalled 230. The figures for clearances from the East are even more impressive: during 1849, 775 vessels, including 242 ships, 218 barks, 170 brigs, 132 schooners, and 12 steamers, cleared for San Francisco from Eastern ports.

New York headed the list with 214 clearances, Boston had 151, New Bedford 42, Baltimore 38, New Orleans 32, and Philadelphia 31. This totals only 508, showing that virtually every seaport town had its sailings. Most of these arrived in 1850, of course, and some were lost on the way, but the totals give an idea of the tremendous spread of the gold fever in a region then going through a post-war depression.

One particular firm found itself in an exceptionally advantageous position at the end of 1848. John H.Kemble's "Panama Route 1848-1869" has a full account of this enterprise, so that we need no more than report the broad outlines here. The acquisition of Oregon in 1846 carried with it the obligation to provide mail service to the new possession, and on 3 March 1847 a bill was passed authorizing the Secretary of the Navy to contract for a steamer mail service from New York and New Orleans to California and Oregon via Panama. Howland & Aspinwall, a New York firm with extensive experience in Central America, secured the contract for the portion of the route from Panama north to San Francisco. They built three steamers for the run in 1848 and also ran a survey for a railroad line across the Isthmus of Panama. Thus the gold excitement found the Pacific Mail S.S. Co.in a very advantageous position. Their first steamer, the CALIFORNIA, left New York on 6 Oct.1848, circumnavigated South America while the gold news spread and the first argonauts took ship for Chagres, arrived at Panama to find over 700 prospective passengers waiting on the beach, and took a total of 365 (in a ship intended to carry 250) to San Francisco, arriving 28 February 1849. The first U.S.mail to reach Portland, Oregon, was carried up from San Francisco by the brig SEQUIN.

Relatively few of the vessels that cleared for California in 1849 went as common carriers. A large share of them went as "companies" -- groups of goldseekers who banded together, bought a vessel, fitted up her 'tweendecks for living accomodations, filled her hold with the supplies they would need in the gold fields with perhaps some goods for mercantile ventures on the side, shipped a crew, and set off around Cape Horn. The story of the Massachusetts companies has been fully told in Octavius Howe's "Argonauts of '49." Other vessels were freighted by their owners and associates with commodities shipped on their own account; such vessels might advertise their sailing only to the extent

of seeking a few cabin passengers, who were willing to undertake a Cape Horn voyage in preference to the quicker but more expensive passage via the fever-ridden Isthmus. In this way, all the unsalable merchandise that had cluttered the shelves of Eastern merchants for years found its way to San Francisco. Much of it was unsalable there also, as the newly-rich miners were men of taste; it is recorded, for example, that the brig JOHN PETTY proceeded to the Columbia River in 1849 with her Eastern cargo which was unsalable in San Francisco. The flimsy shacks at San Francisco had a convenient habit of burning down at this period, which both effectively settled the problem of disposal of surplus merchandise and provided a steady demand for lumber, flooring, canvas, and other building materials from Eastern ports.

The shipping advertisments in Boston newspapers during 1848 make an interesting contrast with those of 1849 and later years. A shipbroker named Nathaniel Winsor, Jr., was operating a sporadic "line" of packets to New Orleans, and from time to time put a ship on the berth to Rio, Calcutta, Valparaiso, or Callao. Vernon Brown loaded a couple of vessels to Honolulu; the SERAMPORE in September, going there direct, was advertised as "a good opportunity for passengers to California or Oregon." In November the BROOKLYN was advertised, to sail for San Francisco via Panama from New York.

Things were little livelier in New York during most of 1848. James Bishop & Co. advertised the UNDINE for California and Oregon in January; I.B.Gager "a fast vessel (daily expected)" for the same voyage in March; and John Ogden the SERAMPORE in August. A.G.Bensen & Co.had the CHILE on the berth for Monterey (then the capital of California) in August. In September, Bishop & Co.were loading a vessel "for ports in the North Pacific Ocean," while Fernando Wood in October had the packet bark JOHN W.CATER up for San Francisco, Monterey, Santa Barbara, and San Diego. Listings in November seem to reflect the first reports of gold, as in addition to the BROOKLYN, being loaded by A.G.Benson & Co. and E.Richardson, there were advertised the SILVIE DE GRASSE for S.F.via Valparaiso, Fox & Livingstone; bark WHITON, S.F.direct, James Bishop & Co.; HENRY NESMITH, S.F. and Monterey, Howland & Aspinwall (freight) and Nesmith & Walsh (passengers). On 1 Dec., John Ogden had the WALPOLE up for the Columbia River, and 5 were up for San Francisco. This number increased to 9 on 9 Dec., after the presidential message, and to 27 on the 12th, with 9 more listed for Chagres (now Colon). Rates, quoted for the first time at the end of the month, were 60¢ a foot or $3 a barrel, with $24 a ton for heavy goods.

Meanwhile, in Boston, on 5 Dec.the bark MARIA was advertised by Jos.V.Bacon & Sons for California direct "provided sufficient inducement offers," and by the end of the month 19 vessels were advertised.

Freights opened slightly lower in 1849, $2.50 to $3 a barrel, 50¢ to 60¢ a foot, and $20 a ton. In February E.B.Sutton and John Ogden were advertising "the peculiar rig of the SAMOSET with double topsails, enables her to round Cape Horn in a much shorter time" (she actually took 173 days), and there were 51 other listings for California. This proved to be the high point of the year, as the listings decreased to only 2 in November and then rose to 38 by the end of the year with stiffening freight rates. They had reached $2.50 to $3.50, with $28 a ton in February; eased to 50¢ to 60¢ a foot by July, with lumber $50 to $55 per thousand; and then advanced to 55¢ to 60¢ in December and 60¢ to 70¢ at year's end. Small vessels (which could get away sooner) were quoting 60¢ to 70¢ in August; coal was $10 per ton, and bricks $20 to $30 per thousand. Lumber was $45 to $50 in September, and was quoted at $70 in December from Beaufort, S.C. By the end of September, E.B.Sutton was advertising his "Dispatch Line" from New York, but Boston was far ahead in this respect, with "Winsor's Boston & California Line of Packets" in existence by May, followed before the end of the year by "J.R. Dow & Co.'s Line," "Baxter & Howes' Line," "Bruce's Line," and C.B.Chadwick's "Despatch Line."

The GREY EAGLE, J.C.FREMONT, and HUNTRESS, at San Francisco in May 1849, are said to have been among the first arrivals with goldseekers from the East; the first vessel to return from San Francisco is said to have been the SOUTH CAROLINA, Capt. Hamilton, which sailed from New York 24 Jan.1849 and left San Francisco on 8 Aug. She loaded 14,000 qtls of copper ore at Valparaiso and Herradura, topped off with 1250 qtls of lince-wood, and arrived at Boston 17 Feb.1850.

Not many of the 1849 fleet were so fortunate, for, as is well known, most of the deep-watermen were deserted by their crews in San Francisco, and many ended as hulks.

B O O K R E V I E W S

MORAN, Eugene F., and Louis Reid, "Tugboat; the Moran Story," 367 pp., ill. Scribners, N.Y., 1956. Price $5.95.

Told in the first person by the present head of the firm, this is an account of the Moran Towing & Transportation Co., Inc., of New York City. The first Moran in this line in America was Thomas Moran, a 61-year old stonemason who emigrated to America in 1850 and settled at Frankfort, on the Erie Canal. His son Michael in 1855, at 22, became the owner of a canal boat and in 1860 moved to New York City as a towboat agent and half owner of a 60-ft harbor tug.

Michael's son Eugene, born in 1872, learned the business first as a deckhand and later in an insurance office. He describes the development of his company to its present position, operating fleets in canal work, harbor work, and deep-sea towing, as the largest firm of its kind in the country.

Particularly valuable are the personal reminiscences of New York tugboating at the turn of the century, and during two World Wars. The illustrations cover the whole period.

BERGENS SJØFARTSMUSEUM, Årshefte 1955, 1956.

Main article in the 1955 year-book is an account of a schoolship voyage in 1650, while the 1956 issue has an article on Madagascar outrigger canoes and their anthropological significance.

APPLEBEE, Robert B., "Sailing Ship History," 14 pp. Penobscot Maritime Museum, Searsport, Maine, 1956.

A talk to the Masonic Lodge of Searsport on the sailing ships formerly built and owned there, by the Honorary Historian of the Museum.

FORSBERG, Gerald, "Long Distance Swimming," 189 pp., 8 pl., index. Philosophical Library, N.Y., 1957. Price $4.75.

This is a handbook on distance swimming, with emphasis on British competitive events, particularly the Channel swim. It has a good deal of useful information on the latter, such as why it is harder to swim from England to France than the reverse direction.

CHAPELET, Roger, "La Marine Marchande Francaise," 64 pp.; ill. Editions Ozanne, Paris, 1955. Price Fr. 250 (say, 65¢).

This is a useful little book with numerous spirited pen sketches of contemporary French merchant ships, 45 sets of house flags and funnel markings in color, and lists of some 560 freight and passenger vessels of various types.

COOPER, F.S., "A Handbook of Sailing Barges," 112 pp.; 63 figs., index of barge names. Adlard Coles, Southampton, 1955. Price, 12s 6d ($1.75).

The evolution and details of hull and rigging of the familiar sprit-rigged barges of the Thames Estuary are covered in this volume, which is illustrated by excellent pen and wash drawings by John Chancellor.

RUDOLPH, Wolfgang, "Rügenscher Schiffbau zu Seedorf," 16 ill. Mitteilungen der Ernst-Moritz-Arndt-Heimatmuseums der Insel Rügen zu Garz, no.1, 1957.

Between 1863 and 1926 some 150 small craft (including one bark) were built at Seedorf on Rügen, in the Baltic. This pamphlet gives illustrations and dimensions of 16, mostly two- and three-masted schooners.

U.S.NAVY, BUREAU OF SHIPS, "Boats of the United States Navy," 54 pl. Government Printing Office, Washington, D.C., 1955. Price 60 cents.

Also identified as NavShips 250-452, this book gives scaled profile and deck plans of most of the small boats now in use in the U.S.Navy, ranging from rubber lifeboats to the 73'-LCM(8).

HOLM-PETERSEN, F., "Fanø-Sejlskibe," 334 pp., ill.; index of ship names. Henning Clausen, Aarhus, 1956. Price D.Kr.25 (say, $3.75), paper-bound.

Fanø is a tiny island in the North Sea off Jutland, whose inhabitants in the second half of the 19th Century built up a fleet of world-trading sailing vessels. The main part of this book is an alphabetical listing of the histories of between 200 and 300 of these vessels, and it is extended with appendixes covering the vessels built by S.Abrahamsen at Nordby; detailed building costs of bark EMILIE, 1893; detailed voyages of several vessels; a list of Fanø voyages to the Moluccas; detailed earning accounts; and a list of shipowners in 1897. Illustrations include sail-plans of brig CECILIE, 1875, and bark EMBLA, 1885.

"ELSFLETH, 100 Jahre Stadt," 112 pp.; ill. Elsfleth, 1956.

The centennial anniversary of the chartering as a city of this old Weser port is celebrated by a handsome little volume which, among other things, lists the shipping owned in Elsfleth in 1875 and 1888-1900, the latter consisting of 103 vessels.

BUCHANAN, Lamont, "Ships of Steam," 192 pp. index. McGraw-Hill Book Co., N.Y., 1956, price $5.95.

This is a picture book of steamships. The emphasis is on the trans-Atlantic passenger steamers, though many others are touched on, particularly in the chapter on disasters, which includes the GENERAL SLOCUM, EASTLAND, and VESTRIS.

The illustrations are well chosen and competently reproduced (by offset). The text amounts to little more than picture captions.

"Merchant Vessels of the United States, 1956 (including yachts)," 975 pp. Bureau of Customs, 1956. Price $6.00.
--1957, 991 pp. Price $6.25.

Using the format adopted for the 1953-54 volume of this useful reference work, the Bureau of Customs has finally caught up with the calendar, so that the number dated 1 January 1957 appeared within a few months after that date.

EASTMAN, Ralph M., "Pilots and Pilot Boats of Boston Harbor," 91 pp.; ill. Second Bank-State St. Trust Co., Boston, 1956.

Latest of the famous State Street booklets, this one lives up to the illustration standards of its predecessors. An excellent series of illustrations, many in color, is tied together with short, unconnected sketches of various aspects of the Boston pilot service.

"Seafarers and Their Ships," 96 pp., ill., index. Philosophical Library, New York, 1956. Price $3.50.

Subtitled "The story of a century of progress in the safety of ships and the well-being of seamen," this volume was compiled by H.M. Ministry of Transport and Civil Aviation and the Central Office of Information. Commemorating the 100th anniversary of the Merchant Shipping Act of 1854, it gives a concise history of the various responsibilities of the present Ministry of Transport, which has inherited the functions of the Board of Trade, as well as such other responsibilities as the custody of sturgeon and other "Fishes Royal"

BREMER VULKAN, "150 Jahre Schiffbau in Vegesack," 367 pp., ill. Published by the shipyard, 1955.

This work (which is also no.2 of the series "Writings in Bremen Business and Industrial History" of the Bremen Historical Society) is in two parts. The first, the history of the shipyard, is by Dr. Georg Bessell; the second is a list of the ships assembled by August Westermann.

Lavishly illustrated, partly in color, the book gives complete building lists for Johann Lange, who built some 343 hulls, converting to iron in 1865; for H.F. Ulrichs who built 220 hulls between 1838 and 1895, converting to iron in 1872; and for the Bremer Vulkan, which took over the establishments of both men and continued Lange's yard numbers after 1894 up to #840 in 1956.

"Merchant Ships: World Built," 264 pp., ill Adlard Coles, Ltd., Southampton (with John de Graff, Inc., N.Y.), 1956. Price $6.00.

Covering the vessels of 1000 tons gross and over completed in 1955, this volume is the fourth in a series of annual summaries of world shipbuilding. The plans and illustrations have mostly already appeared in "The Shipping World," but in this handy reference form they are much more convenient.

NIGHTINGALE, Geoffrey, "Dinghy Ownership," 168 pp.; 53 ill.; 12 pl.; index. Adlard Coles, Southampton, and John de Graff, New York, 1956. Price $3.50.

Described as "mainly for the non-racing man," this is a very complete treatise on all phases of the maintenance and operation of dinghies, apart from the actual construction of the hull and cutting and sewing the sails. Although primarily for the boat-owner in the British Isles, so much of what is described is of world-wide application that the book will prove useful anywhere.

STEVENS, Edward F., "Ocean Carriage; some chapters on the carriage of goods by sea," vii, 101 pp., 10 ill., index. Philosophical Library, N.Y., 1956. Price $4.75.

The author of "Shipping Practice," a standard British work on the basic principles of shipping, has prepared this volume as an extension of part of the larger work. It covers the practice and law of shipping, the freight contract, the shipowner, the shipper, loading and stowage, bills of lading, charter parties, and dealing with customs authorities, as exemplified by H.M. Customs.

SAILING SHIP NEWS

CHRISTIAN RADICH, Nor.aux.tr.ship, 8 Dec. left Oslo; 28 May arr New York; 10 June left New London; 12 June at Provincetown; 25th at Portsmouth, N.H.

CROWN ZELLERBACH No.2, Can.barge. Built 1901 as Brit.4mBk COMET; early June jammed under Great Northern Ry.bridge at New Westminster, B.C.

CROWN ZELLERBACH No.3, Can.barge. Built 1894 as British ship RIVERSDALE.

CROWN ZELLERBACH No.4, Can.barge. Built 1893 as British ship BLAIRMORE.

DAR POMORZA, Pol.aux tr.ship, 13 July 1956 passed Gibraltar, bound Gdynia to Constanza; 31 July passed Istanbul; 6 Aug. passed in opposite direction; 21 Aug. passed Gibraltar, bound for Gdynia.

EAGLE, USCG aux.tr.bk, 10 June sailed New London for Bergen, London, La Coruna.

ERNESTINA, Port.sch, 15 Aug.1956 arr.Providence 28d from St.Vincent CVI, 8 pass. 7 Nov.sailed Providence for St.Vincent, 2 pass., 200 tons general cargo.

ESMERELDA, Chil.aux.4m.topsail sch. 15 Apr.arr San Francisco for 10-day stay.

GJØA, sloop. Gjøa Foundation at San Francisco has raised $1500 to repair weather damage and vandalism.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.tr. topsail sch. 8 June arr Norfolk for the naval review.

LORD TEMPLETOWN, Can.barge. Built 1886 as British ship. May 1957 scrapped at Portland, Ore., after being idle for a year at Ladysmith, B.C.

MADALAN, Port.bgn. 27 Aug.1956 left Praia for Dakar. 12 Oct.arr Providence 35d from Dakar; no pass. 27 Dec.sailed for Praia with 4 pass., 15 tons general cargo. Had to post $2800 because 14 of crew went ashore illegally.

MALABOO, ex TELLUS. Left Callao 21 May for Ghent, in tow of PRAIA GRANDE. 31 May passed Panama Canal.

MAYFLOWER II. 12 June arr Provincetown, 53d from Plymouth; 13th at Plymouth; 1 July at New York City.

MERCATOR, Belg.aux.tr.bktn. 19 Apr.1956 arr Antwerp. About 1 June 1956 left Antwerp; 6 June sheltering in Moray Forth; 22 June left Fredrikstad for Dartmouth; 6 July sailed Dartmouth for Lisbon in the schoolship race; 20 July left Lisbon for Dublin. 22 May 1957 left Antwerp for Montreal; 2 June sailed Fayal; 20 June arr Quebec.

(With thanks to John Burlinson, Harold Huycke, Giles Tod, Karl Kortum, Ed Collins, Alan Villiers, and Bob Goddard.)

THE LAST VOYAGERS IN SAIL. III.

by James R. Mills

NEWBY, Eric, "The Last Grain Race," 302 pp., ill. Houghton, Mifflin Co., Boston, 1956.

This most recent of the single voyage narratives (and apparently somewhat fictionalized) covers the last outward and homeward passages of the big Erikson four-master MOSHULU in the Australian grain trade. She took 82 days from Belfast to Port Lincoln in ballast and came home from Port Victoria to Queenstown loaded in 91, the winning effort for 1939. Captain Mikael Sjögren got the most out of his big bark, for, although she did not have a great name for speed, he not only won the "race" handily, but dropped PASSAT, a slippery vessel, off the Horn in an impressive manner.

The chief fault to be found with this account is an occasionally inaccurate use of square-rig terminology. It would have been a simple matter to have someone with appropriate background go over the manuscript for such errors.

Mr. Newby has the most exuberant sense of humor of any of the authors of these post-World War I square-rig tales. Where the comical exists in himself, his situation, or his shipmates, he does not miss it. Other more queasy types would recoil at some of the tricks played, attitudes held, language used, and jobs to be done. Eric Newby's disapproval never lifts his nose so high that he cannot see the situation in a detached manner.

From a literary point of view, this is a superior work. Characterizations are deftly limned, conversations are most lifelike and amusing, and descriptions (apart from a few long-winded technical explanations) show a real feeling for the English language. No one has done better than Newby at making his windjamming shipmates live in this class of literature; perhaps no one will. A highly entertaining book, this could even be classed as Rabelaisian.

POTTS, H.H., "Wind From the East," 244 pp., ill. Blackie & Son, London, 1940.

Mr. Potts, an English businessman, devotes the first 69 pages of this book of varied travel experiences to an outward voyage in the Finnish four-masted bark PARMA to Australia in ballast in 1936-36. The passage is stated as the best of the year, 73 days from Barry to Falmouth. (Actually C.B.PEDERSEN was only 71 days from Göteborg to Port Germaine, a considerably

greater distance, arriving before PARMA.)

Although this is a relatively unemotional description of sailing ship life, such emotion as is displayed is real, and pleasingly expressed; the author's feeling for words is always evident. Surely few others in writing a book gave so many proofs of a likeable nature.

As an apprentice, Potts was given more than his share of dirty work. Unlike many another landsman he accepts situations and really contributes to the working of the ship, proving, by the way, that anyone who pulled his weight was well received by the crews of the latter-day Cape Horners. It comes as a surprise to find that there are compensations even for such jobs as "peggy" and pig-sty cleaning. As "peggy" a man was allowed more time than was generally needed and got a little free time out of it. The pig pen was warm in cold weather. The chipping of rust in the hold he passes off with a sentence or two as a thoroughly unpleasant task. More heroic types lost themselves in horrendous verbiage and hysteria when these duties were dealt with.

As might be expected of a business man, Mr. Potts' was an objective outlook. He was interested in and sympathetic toward his shipmates, but routine and maneuvers receive more of his attention, especially his part in them.

SHERIDAN, Richard Brinsley, "Heavenly Hell," 321 pp., ill. Putnam, London, 1935.

Like many another who went to sea to get away from it all, Mr. Sheridan describes himself and his inner workings and impressions, rather than the events experienced. He was 18 in 1935 when he went out and home in the Finnish four-masted bark LAWHILL on an Australian grain voyage. Although he had put in some time in an American schooner three years before, he brings a wealth of wide-eyed enthusiasm to the pages of his book.

The chief fault to be found is in the ever constant exaggeration in descriptions. At first it seems appropriate to credit it to the author's English upper-class background and the inadequate vocabulary attendant, which leads to hyperbolic expressions in lieu of accuracy. However, as pages are passed it becomes evident that the source of the fault is also partly a disturbed mind. Incidents add together slowly to make this conclusion inevitable, until incontrovertible evidence is given in reports of how the young man, while chipping rust below decks, is given to dashing the lamp on the ship's bottom and otherwise running amok, until the mate puts him back on the job sobbing, by shouting his name from the main hatch once.

He must have been a constant burden to the ship's officers. As helmsman, when his wheel was up, he was guilty of bringing the ship up into the wind, if spitting on the deck did not arouse the mate. He fell asleep on police enough times to cause the third mate to look for him, and douse him on occasion with a bucket of water. He jumped overboard once for a thrill. However, the end of the homeward passage saw a rather more self-contained Sheridan, partly as a result of becoming a senior apprentice with the shipping of new faces in Australia. Unfortunately, the new Sheridan was less popular with his shipmates than the old.

Despite all this, "Heavenly Hell" remains a truthful account, allowing for hyperbole.

CORRECTIONS TO LIST OF GERMAN SAILERS

Cdr.F.E.Clark and Mr.Jens Malling have sent us the following additions to the list in the past three issues of LOG CHIPS:

On.p.7, CONTRAMAESTRE DUENAS was in Jane's until 1932; SCHIFFBEK sheltered at St.Michaels, Azores; CARDONIA was sunk 16 April 1916; hulk TERPSICHORE was scrapped 1934; tanker SCALA SHELL was scrapped in Japan 1931; SOLGRAN as FINSKOG was scrapped in August 1924; WANDSBEK was wrecked 15 Oct.1923; hulk CLEVEDON was scuttled Oct.1930; HENRIETTE sheltered at Rio de Janeiro; ALMIRANTE SALDANHA was hulked 1928; and LENI became an Italian barge in 1924.

On p.17, BERTHA left Jacksonville for Hamburg 31 Dec.1923; WILLIAM DOLLAR as barge ISLAND GATHERER was wrecked in Jan. 1937; LANDKIRCHEN as Italian GUARNERI was abandoned in the North Atlantic 18 Dec. 1926; the American barge SUSANNE was broken up in 1938; HELENA was hulked 1925; PORTUGAL was hulked 1927 and sunk 1951.

On p.32, CHILE was wrecked near Burrow Head 29 Nov.1915; RIGEL was hulked or scrapped at Vigo in 1924; MARTHA BOCKHAHN as French CONCOR was submarined in Nov. 1916; HERZOGIN SOPHIE CHARLOTTE had been sold to Schlüter & Maack in 1912; BON PREMIER was submarined 20 Sept.1917; ANNA had been renamed O.D.AHLERS in 1914; as TONI she was ashore in Dec.1924 and was broken up in 1925.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1876

Union Cooperative Shipbuilding Society (Lim.), Blyth.

LYRA W Brig 281 Union Ccoperative Society, Lim., North Shields
1880 LIDA F. Golubovich, Buccari, Austria.

C. Mitchell & Co., Low Walker

WILLIAM ENGELS I Bk 770 Theodore C. Engels, Antwerp, Belgium.
KATHINKA J.Rossini, Bremen. 4 Sept.1907 lost in Norwegian Sea

Wigham, Richardson & Co., Newcastle-on-Tyne

JAMES BOLT I Bark 721 James Bolt, North Shields.
1884 DANAE A. Le Quellec, Bordeaux
1903 SAN MICHELE (Italian) Abnd.Dec.1903, Antwerp toward South Africa.

S.P.Austin & Hunter, Sunderland.

CARMELO I Bark 711 R.H.Hay, Sunderland.
1891 ETHEL W.France, Fenwick & Co., London. Jan.1904 wrecked, C.Spencer.
LANOMA I Bark 700 Thomas B. Walker, London. Wrecked March 1888.

Bartram, Haswell & Co., Sunderland.

A-1 I Bark 950? Porritt, Webster & Co., Scarborough. Lost May 1976.
ARABELLA I Bark 688 Thomas E. Hick & Co., Scarborough.
1908 HAMINGJA Emil Knudsen, Lillesand. Wrecked 3 Nov.1912, west coast So.Am.
MERCIA I Bark 787 Pantland Hick, Scarborough.
1894 BILLE F. Bramslöw, Hamburg
1900 SANTA CHIARA A. Morzi, Genoa. 1911 pilot hulk, R. Plate.
1917 BRAVO (bark) K.E.Wolden, Montevideo. 1922 hulk; barge on R.Plate 1950.

J. Blumer & Co., Sunderland.

GOLDEN SUNSET I Bark 542 Henry Beynon & Co., Newport
1896 LE PLESSIS P.Rozier, Nantes
1909 ACORN A/S Acorn (J.Mathisen), Brevik.
1916 SØRSTAD J. Torstensen, Arendal. 1922 coal hulk, Havana.

John Crown, Sunderland

BON-ACCORD W Bark 414 J. Hossick, Liverpool
KONSTANTINOS (Greek)

William Doxford & Sons, Pallion, Sunderland

GLANDINORWIG I Bark 1107 David P. Williams, Carnarvon.
1900 SIVAH Hans & Axel Hansen, Arendal. Broken up Germany March 1923.
CHILENA I Bark 707 Wm.Alfred Tomlinson, Liverpool.
1897 HILJA J.Wirkki, Viborg, Russia. Burnt Feb.1904; sold for barge.
CHOCTAW (barge) Mobile Coal Co., Mobile. Scrapped 1930.
KIRKLOCH I Bark 785 Joseph Steel, Liverpool.
ANIELLO M.Lauro & Co., Castellamare, Italy. 1911 hulk Montevideo.
LA QUERIDA I Bark 707 Tomlinson, Hodgetts & Co., Liverpool. Condemned 1900.
LORRAINE I Bark 871 J.Lidgett & Sons, London.
1912 GORGONA Flli. Bozano, Genoa, Italy. 28 Aug.1916 sunk by submarine.
SCOTTISH HERO I Bark 911 McIlwraith, McEachern & Co., London.
1893 SATURNUS G.Köster, Brake, Germany. Abandoned N.Atlantic 12 Oct.1915.
SCOTTISH KNIGHT I Bk 916 McIlwraith, McEachern & Co., London. Wrecked Feb.'96.
WEST YORK I Bk 714 Thomas Thompson, Liverpool. 1905 wrecked China Sea.

James Gardner, Sunderland

ARGO W Bark 653 Richard Humble, Sunderland. Wrecked 26 Nov.1877.
LADY KILMARNOCK W Sch 109 Stephen & Hay, Peterhead.

Gibbon & Son, South Hylton, Sunderland

ALICE MARY W Bark 381 John Frazer & Co., Sydney, N.S.W.

James Laing, Sunderland

BEECH HOLM I Bark 803 Robert H. Gayner, Sunderland.
1901 VICTORIOSO (Italian) 1911-1917 Chico Bank Light Vessel, R.Plate
1918 LUIS CASANOVA Vda.e Hijos de Luis Casanova, Valencia. (aux bktn, 1920)
1926 RICARDO HERNANDEZ M. Hernandez Martin, Las Palmas. Wrecked Havana Oct.'26.
DORA ANN I Bark 609 Richard James, Aberystwith
1889 KERANNA A. Viot, Nantes. Wrecked 9 Dec.1894
GLENDOVEY I Bark 609 William James, Aberystwith
1917 PAVO H. Wolden, Montevideo. Sank at anchor 1926; broken up 1938.

Mounsey & Foster, Sunderland

ARVONIA I Ship 1318 Arvon Shipping Co.Lim., Liverpool.
CAMBRIAN DUCHESS Williams & Roberts, Liverpool. Lost C.Horn 1889.

Osbourne, Graham & Co., Sunderland

BELLE OF ARVON I Bk 946 Thomas, Griffith & Co., Liv. Aug.1899 wrecked nr.Callao.
GWRCHEYRN CASTLE I Bk 803 Robert Rees, Carnarvon.
1913 IRA Jakobstads Red.Akt., Jacobstad, Russia. 1923 hulk, Sydney, N.S.W.
JAMES BEAZLEY I Bk 859 William Kelly, Liverpool.
1877 BANKFIELDS Wm.Just, Liverpool. Hulked at Adelaide, S.A.
MELPOMENE I Ship 1247 Thomas Scott, Sunderland. Burnt June 1894.
QUEEN OF CAMBRIA I Bk 890 W. Thomas & Co., Carnarvon. Wrecked 1906 Lobos de Tierra.

William Pickersgill & Sons, Southwick, Sunderland.

CELIA W Bktn 335 Wm.Colling Jarvis, Liverpool.
1894 NAESGAARD O.Puntervold, Egersund, Norway.
MARY EMILY W Bgn 206 John Jones & Co., Liverpool. Lost collision Oct.1899.

W. Richardson, Sunderland

SABRINA W Bktn 328 William W. Steer & Co., Salcombe. Foundered Nov.1915.

Short, Sunderland

SHAKESPEARE I 4mS 1814 W. Adamson, London. Wrecked Nov.1882 Tristan d'Acunha.

Robert Thompson Jr., Sunderland

ARCHER I Bark 789 Peter Iredale, Liverpool.
1916 MARIE (aux sch) Swayne & Hoyt, San Francisco. Wrecked 1936.
BHOTAN I Ship 1138 Edward P. Bates & Sons, Liverpool.
1889 CLARA P.C.Svarrer, Nordby, Fanø, Denmark. Wrecked Sept.1903.
HELENA MENA C Bark 692 John Wilson, London. 1898 hulked France.
SOVEREIGN W Bark 544 R. Richardson & Co., Berwick.
EUTYCHIA G.Vicato, Argostoli, Greece
MOUZAFFIR
ZIHNET
DESPINA Flli. Avrantides, Constantinople, Turkey

J.L.Thompson, North Sands, Sunderland.

BRIER HOLME I Bark 921 Hine Brothers, Maryport. Nov.1904 wrecked Tasmania.
EMILY A. DAVIES I Bk 417 James Davies, Swansea. 1906 hulked Bermuda.
G. B. S. I Bark 596 George B. Sully, Bridgwater.
1882 WEST AUSTRALIAN Bethell & Co., London. Sept.1904 wrecked N.Caledonia.

Richard Thompson, Sunderland.

KENTISH TAR W Bark 590 George Simpson & Co., London.
G. N. WILCOX J.C.Pflüger & Co., Bremen. 10 Oct.1893 wrecked Taltal.

W. Gray & Co., West Hartlepool

EILDENHOPE I Ship 1539 Middle Dock Co., Newcastle.
1898 ANTONIE Zernichow & Gotaas, Kristiania, Norway. Missing May 1900.
IRESHOPE I Ship 1532 Middle Dock Co., Newcastle. Abnd.afire 14 Feb.1877.
LASTINGHAM I Ship 1217 J.Lidgett & Sons, London. Wrecked N.Zea. 1 Sept.1884.
WILLIAM BOWEN I Bktn 376 W.Bowen & Co., Llanelly.

M. Pearse & Co., Stockton-on-Tees.

SARCO I Bark 861 Shallcross & Higham, Liverpool. Abnd.7 Sept.1881.

Richardson, Duck & Co., Stockton-on-Tees

BRITISH ENTERPRISE I S 1696 British Shipowners Co.Lim., Liverpool.
1883 ANNESLEY Johnston, Sproule & Co., Liverpool. Wrecked 19 Dec.1910.
ISPAHAN I Ship 1485 Brit.& East.Sh.Co.Lim., Liv. Wrecked 1 Dec.1886.
JESSORE I Ship 1701 William Rome, Liverpool. Sunk collision 10 Oct.1877.
ST. MIRREN I Ship 1426 Rankin, Gilmour & Co., Glasgow. Missing 1881.
SCOTTISH CHIEFTAIN IS 1483 Alexander Cassels, Liv. Wrecked Andamans Sept.1883.
VELLORE I Ship 1703 William Rome, Liverpool. Dec.1917 sunk by U-boat.

Hadfield, Grimsby.

THE RICHARD GREEN I Bk 453 Douglas & Jemmett, London.
1879 BARREMMAN Thom & Cameron, Glasgow
1884 NORMA Wilckens, Hamburg. Foundered Feb.1895.

Gann, Whitstable.

NELLIE S. W Bktn 283 Geo. H. Gann & Co., Faversham. (Barge model)
TAPUYA Magahaes Filos & Co., Bahia, Brazil. Wrecked April 1905.

J. & W.B.Harvey, Littlehampton.

GRATITUDE W Bark 555 builders
IXOPO W Bktn 377 A.& A.W.Suter, London.
PRINCE RUPERT Hudson's Bay Co., London.

J.T.Crampton, Portsmouth

BRITON W Bgn 257 builder Foundered 13 March 1891.
CAMELLIA W Sch 110 builder Lost in collision, 9 June 1894.

T.R.Oswald, Southampton.

ABERFOYLE I Bark 854 Burgess, Shaddick & Co., Swansea. Jan.1883 wr.Helgoland.
CAMBRIAN MONARCH I S 1353 Thomas Williams & Co., Liverpool.
1907 LLANQUIHUE Oelckers Hermanos, Valparaiso, Chile.
1919 PELAYO Gasoliba Alvargonzalez & Co., Barcelona. Broken up 1924.
CAMBRIAN PRINCE I Sh 1393 Thomas Williams, Liverpool. March 1903 lost North Sea.
LIFFEY I Ship 1402 James Nourse, London. Wrecked 3 Aug.1877, Maldives.

Elias Cox, Bridport

EMILIE DINGLE W Bark 286 Wm.W.Dingle, Fowey. Lost 1898.
SUNBEAM W Bgn 205 E. Duder, St.Johns, NFL. Abandoned Aug.1908.

Thomas Redway, Exmouth.

GLIDING STAR W Bark 283 builder

Harnden, Salcombe

BEATRICE W Brig 316 Francis L. Yabsley & Co., Salcombe.

W.H.Shilston, Plymouth

EARL OF DEVON W Bark 449 builder
FELISBERTA J.J.Gouveia, Oporto, Portugal. Condemned April 1925.

Henry S. Trethowan, Falmouth

CHURCHSTOW W Bark 496 Benjamin Balkwill, Salcombe.
MICHAIL Karakonkas, Syra, Greece. Abandoned April 1897.
GOVERNOR CAIRNS W Sch 68 Government of Queensland, W.Australia.
UNITED W Ketch 46 H.J.Coward & Son, Falmouth. Wrecked 8 Oct.1877.

W. Westacott & Sons, Barnstaple.

EASTERN MAID W Sch 127 L. Kellow & Co., Padstow. Missing Oct.1885.
EMPRESS W Sch 97 E. Kenyon & Co., Ramsey I.O.M.
SAINTE ANNE Jamin et fils, Granville
ROSEDALE W Bark 526 Newport & South Wales Shipowners Co.Lim., Newport.Abnd.
SNAEFELL W Sch 89 Goldsmith & Cowley, Ransey, I.O.M. Wrkd.Nov.'06/ Apr.'90.

John Cox, Bideford

LAURA ETHEL W Sch 137 J.Cory, Cardiff.
SISTERS W 3mSch 165 Wm.Jones & Co., Swansea. Wrecked 4 May 1887.
WILLIAM GEAKE W Bktn 290 W. Geake & Co., Fowey. Lost June 1896.

Warlow, New Milford.

PRINCESS OF WALES W Bk 843 T. Hobley, Liverpool. Foundered Apr.'84 off Jn.Fernandz.
ROBERT HADDEN W Smack 28net Jn.T.Mackenzie, Greenock

Cooperative Shipbuilding Co.Lim., Pembroke Dock.

GLASLYN W Bark 809 Evan Jones & Co., Cardiff. Lost 1887, W.C.So.America.

Williams, Pwllheli.

LUCY MARCH W Bktn 260 H.Thomas, Carnarvon. Wrecked March 1893.

Jones, Portmadoc.

EDWARD W Sch 101 E.Roberts & Co., Carnarvon.
ELLEN GREAVES W Brig 272 M. Jones & Co., Carnarvon. Lost Jan.1897, Aruba.
MARIANNE GREAVES W Bg 202 Thomas Williams & Co., Carnarvon. Missing Oct.1890.
MARY CLAASEN W Brig 200 John Jones & Co., Carnarvon. Foundered Oct.1905.

Ebenezer Roberts, Portmadoc

ANNA BRAUNSCHWEIG W Bkn 263 David Jones & Co., Carnarvon. Lost 1897, Bonaire.
WERN W Bgn 188 E.& R.Lloyd, Carnarvon. Sunk in collision Jan.1906.

Bowdler, Chaffer & Co., Seacombe, Liverpool.

CORBY I Ship 1458 R.Nicholson & Son, Liverpool.
1898 GUSTAVE ET PAUL G.Dor, Marseille
1900 CARACCIOLO A Semedi fu M., Genoa. Broken up 1910.
NAIAD I Ship 1076 J.B.Walmsley & Co., Liverpool.
1903 ROSA S.Cafiero fu S., Castellamare. Broken up 1914.
PLEIAD I Bark 645 James Newton, Liverpool. June 1896 wrecked W.C.S.A.

R.& J.Evans & Co., Liverpool.

LALLA ROOKH I Bark 841 E.C.Friend, Liverpool.
1916 EFFENDI H. Realfsen, Skien, Norway.
1923 BELONA H. Realfsen, Skien
1923 KARHU Werner Hacklin, Räfsö, Finland
1926 LALLA ROOKH G.Erikson, Mariehamn. Oct.1928 sold for breaking up.
RAGLAN CASTLE I Ship 1086 Richards, Mills & Co., Liverpool. Hulked R.Plate 1912.
SHAKESPEARE I Bark 794 E.C.Friend, Liverpool. Wrecked Bothnia Oct.1930.

(to be continued)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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THE INTERCOASTAL TRADE 1850-1859

Although it was impossible to keep the crews from deserting upon arrival at San Francisco in the early days of the Gold Rush, there is little indication that Eastern shipowners were deterred from dispatching their vessels to the new Eldorado. The known habits of seamen, they doubtless reasoned, would always provide crews for homeward bounders. With 526 idle ships, as there were in July 1850 at San Francisco, there was a floating population of some 10,000 seamen in Northern California, and the chances were good that on any given day a crew of 30 could be found broke or dissatisfied and willing to ship home at wages. For a voyage in the opposite direction -- to Shanghai, for example -- the chances were even better that 30 could be found drunk enough to be shipped without knowing where they were bound. The verb "to shanghai" undoubtedly came into the English language at this time and place. That this reasoning worked in practice is shown by the figures for vessel departures from San Francisco in 1851, which totalled 114,000 tons more than arrivals.

The commercial statistics of San Francisco were not well kept until after 1852, so that our information on the magnitude of the intercoastal trade for the first few years of the 1850's is far from complete. One source, however, states that from 1850 to 1852 yearly clearances from the East were 586, 121, and 299 vessels respectively. For the most part, surplus vessels available in the East had been used up in 1849, and this continued demand for Cape Horners touched off a boom in shipbuilding that was to last through 1856.

The 460 ships and barks and 170 brigs that had cleared for California in 1849 represented a full year's output of brigs from all U.S. shipyards and over two years' production of three-masters. The continuation of the California trade kept the yards busy, and the output of ships and barks during 1852-56 was double the number turned out in the corresponding period 1845-49.

More important than the increase in number of vessels were two other phenomena intimately associated with the California trade, the increase in size of individual vessels, and, more striking, the improvement in model. For several years before 1850, a few owners had been building vessels in which carrying capacity was sacrificed to speed. Engaged mostly in the China tea trade and in the export of flour to, and import of coffee from, South America, a few of these vessels had been sent to California. Three Baltimore-built ships of around 500 tons, the ARCHITECT, GREY HOUND, and GREY EAGLE, had arrived at San Francisco in May and June 1849, with excellent passages of around 120 days; but these performances attracted little attention. The following year, however, the owners of two of the China traders were induced by the continuing high freight rates to load their vessels for San Francisco. A.A.Low & Bros. dispatched the SAMUEL RUSSELL in January, and Howland & Aspinwall the SEA WITCH in April. The arrival of the SAMUEL RUSSELL in 109 days created a sensation at San Francisco, and when this was followed by the 97-day record of the SEA WITCH, San Francisco importers flooded their New York and Boston agents with instructions to ship henceforth by clipper. Meanwhile the Low firm placed an order with Samuel Hall in East Boston for a larger clipper. Two China clippers launched at New York in June, the CELESTIAL and MANDARIN, also loaded for San Francisco, and at Boston the new bark RACE HORSE went into the trade.

Two San Francisco merchants, Alfred Peabody, who originally was from Salem, and J.P.Flint, from Boston, grasped fully the significance of the fast passages of the SAMUEL RUSSELL and SEA WITCH, and Peabody took passage to Boston in the summer of 1850 via the Isthmus. He arranged with the Boston firm of Glidden & Williams to establish a line of clippers, and placed the order for the first, the JOHN BERTRAM, with R.E.Jackson of East Boston. The BERTRAM was launched in December 1850, 61 days after her keel was laid.

The SURPRISE, the Lows' new clipper, had been launched in October, and she was followed by the ECLIPSE at New York in November for T.Wardle & Co. Also launched in December were Donald McKay's first Califor-

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nia clipper, the STAG HOUND, for G.B.Upton and Sampson & Tappan of Boston; the SEA SERPENT for Grinnell, Minturn & Co., New York; the WITCHCRAFT, for Salem owners; and the GAME COCK for D.C.Bacon, Boston.

The recorded earnings of these early California clippers show a monotonously regular pattern. The WHITE SQUALL, for example, which was built by Jacob Bell at New York for W.Platt & Son, Philadelphia, at a cost of $90,000, had a freight list to San Francisco on her first voyage in September 1850 of $74,000. Then she earned $58,000 with a tea cargo from Canton to London, and in addition carried a number of cabin passengers home from San Francisco at $600. The STAG HOUND returned her first cost and a dividend of $80,000 in 11 months, and the SURPRISE had a profit of $50,000 after her first voyage around the world.

A writer in the Boston "Atlas" of 26 Aug 1850, discussing the runs of the SAMUEL RUSSELL, MEMNON, and REINDEER (the news of SEA WITCH's record had not yet come back to the East) had stated these ships "have clearly demonstrated that hereafter whoever wish to avail themselves of the California markets must have ships to compete with these." By 1852 they were being turned out in such numbers that we will devote no more attention to individual vessels but instead refer the interested reader to Clark, Cutler, Howe & Matthews, Fairburn, and other standard sources.

The increase in size of the vessels was phenomenally rapid. CELESTIAL and MANDARIN, launched in June 1850, were of about the same size as SEA WITCH and MANDARIN of 3 and 4 years earlier, 750 to 900 tons. WHITE SQUALL, SURPRISE, and ECLIPSE were in the 1100-1200-ton range, as was JOHN BERTRAM. The rest of the December crop were larger, 1300-1400 tons, except STAG HOUND, which was 1534 tons. In April 1851, Donald McKay launched the FLYING CLOUD, 1782 tons; in May, Wm.H.Webb at New York launched CHALLENGE, 2006 tons; while in August Jacob Bell produced TRADE WIND, 2045 tons. McKay's next step larger was the SOVEREIGN OF THE SEAS, 2420 tons, in June 1852, but she represented the maximum in California traders during the clipper period (although McKay's GREAT REPUBLIC, 3356 tons, built for the Australian run, made several California voyages). These larger vessels, however, although because of their size they hold most of the sailing records, were in the minority, and most of the California clippers were in the 1100-1500-ton bracket.

This increase in size shows up clearly in the statistics for the intercoastal trade in the 1850's. As already mentioned, figures were not well kept until after 1852. By this time, the early practice of loading a vessel with merchandise considered suitable for the California market and consigning her "to order," often selling the entire cargo sight unseen to the first speculator who came out in a Whitehall boat, had been replaced by a more orderly trade, with consignments shipped to specific importers, who communicated their requirements in advance. Some ships called at South American ports, such as Valparaiso or Callao, on the way out, either in emergencies or perhaps to land shipments, so that their arrivals at San Francisco might be considered foreign rather than domestic. Compiled from various sources, we have the following figures for ships arriving at San Francisco from the East Coast during calendar years:

Year	No.	Total tonnage	Total freight	Average tons.	Av. frt.
1852	164	124,650		760	
1853	347	260,223	$9,911,428	740	$38
1854	161	151,407	4,260,514	940	28
1855	122	144,434	2,936,363	1180	20
1856	125	148,843	3,325,995	1190	22
1857	91	109,525	1,861,432	1200	17
1858	105	114,333	2,180,132	1090	19.10
1859	141	157,076	3,092,210	1110	19.60

The last column gives the average freight received per register ton. The clippers cost between $60 and $75 per ton; Down East freighting vessels cost only $45 or $50. The actual cargo loaded can be estimated as 60% greater than the register tonnage, so the true freight rates were about 62½% of the figures in this column.

There was considerable variation in the freight rate received by a given vessel, since overall rates varied, particularly in the early '50's, in accordance with the news from California, and as a vessel filled up and her sailing date approached she could command a higher figure. Following is a sampling of freight rates during our decade:

Year	Month	per foot	per ton	per bbl.	lumber per M
1850	Jan.	60¢-80¢	$22		$50-$52.50
	May	60¢-70¢	20		
	Oct.	55¢-$1	$20-30	$3	
1851	Feb	37½¢-75¢			
	June	50¢-70¢			
	Dec	40¢-75¢			$30
1852	May	54¢-70¢	$17.50-$18		
	Oct	35¢-80¢	$17		$28-$30
1853	Jan	50¢-90¢	$22.40		

Year	month	p/ft.	per ton	per bbl.
1853	June	30-75¢		$2.75
	Nov.	50-57½¢		3.25
1854	Mar.	50-60¢	$21	
	Sep.	35-40¢		
	Nov.	25-30¢		
1855	Mar.	35-40¢		
	July	35-40¢		
	Nov.	50¢		
1856	Feb.	30-35¢		
	Sep.	27-30¢	$10-12	
	Nov.	25-30¢		
	Dec.	30¢	$12	
1857	Jan.	22½¢	$12.50	
1858	Jan.	35¢	$12	
	July	27½¢	$12-13	
1859	July	25-30¢	$10-12.	

Special rates to Sacramento were quoted in 1850: $1-1.25 a foot in January and October and $1.50 in August. These were for very small vessels that could ascend the Sacramento River without having to lighter their cargoes, but they reflect only a temporary trend. Undoubtedly the bigger vessels could deliver their cargoes to San Francisco much sooner and more safely, and an efficient steamboat service was soon developed on the Sacramento River to handle the trans-shipment problem.

In February 1851 the full rates were quoted as 37½-40¢ for common vessels and 62½-75¢ for clippers. The differential was quoted again in 1852-53; in Oct.1852 the rates were 35¢ for full vessels and 65-80¢ for clippers; in Jan.1853 50-55¢ and 80-90¢ and in June 30-32¢ and 50-75¢. The differential does not appear later, and the conclusion is that clippers had all the business.

Some modern writers tend to attribute the building of clipper ships to some unreasonable craze for speed that existed in the 1850's, but the facts show that there were clear economic principles involved. In transoceanic shipping the value of the goods is generally much greater than the cost of hauling them. The statement in Soule's "Annals of San Francisco" (1855) that "commercially speaking, it is foolish and dangerous to freight any other kind of vessel to San Francisco," appears entirely valid.

It will be noticed that rates for lumber and for barrels (i.e. flour) disappeared early in the decade. In one case we have a reflection of the establishment of saw mills on the West Coast, which adequately took care of local requirements, and in fact soon had a surplus for export. The other case follows from the development of agriculture in California, which also began to produce exportable surpluses. Figures for sailings from San Francisco to the East are not as complete as those for arrivals; between 1853 and 1859 they show from 7 (1856) to 25 (1853) and 27 (1859) clearances each year. Most of these were clippers hurrying home with part of Telegraph Hill for ballast; in no other period of history, in fact, have sailing vessels been given such quick dispatch as at San Francisco in clipper days.

Advantage was taken of these direct sailings to ship various commodities that could be sold at a profit in the East, and one of the first such shipments recorded included 5,130 hides, 304 flasks of mercury and 336 cases and 17 casks of unspecified merchandise in the clipper TORNADO in August 1852. In March 1854 gluts in certain lines of merchandise led to the loading of the BALD EAGLE (and perhaps other vessels) with a part cargo of the same type she had carried out to San Francisco. Later in the decade rags, old copper, and scrap iron were added to mine and farm products. Here are some figures on exports to New York by calendar years:

	1855	1856	1857	1858	1859
barley, M bags	18	--	97	51	98
wheat, M bags	40	--	--	--	12
hides, M	86	132	170	142	151
horns, M	--	46	94	78	19
mustard seed, bags	1793	3980	1760	1727	
mercury, fl.	3400	2414	8374	3559	250
wool, bales	--	3924	6664	6469	10,570

Ores of copper and silver were also shipped East -- perhaps mainly to Boston -- but we have no figures on the tonnages involved during this period.

The price of flour at San Francisco had some interesting fluctuations, which reflected in part conditions in the intercoastal trade. In April 1848, before the gold excitement began, California flour (from such country mills as the one still existing 3 miles north of St.Helena, Napa County) was quoted at $8 a barrel, and Chilean flour at $8 to $10. Local shortages ran the price as high as $60 in 1849, but with the New York price steady at $5 to $6, and the freight rate $3 to $6.50, there was no real support for such a price. The ranchers of Chile greatly extended their wheat acreage, but so did the ranchers of California. Although a brief shortage in 1852 sent the price from $8 or $9 in March to $44 in November, the market soon (continued p.56)

BOOK REVIEWS

FAIRBURN, William Armstrong, "Merchant Sail," six volumes, 4179 pp. Fairburn Marine Educational Foundation, Inc., Center Lovell, Maine, 1945-1955.

"Merchant Sail" is a monumental work, which, because of the manner of its distribution, should be of interest to all readers of LOG CHIPS. The publishers, as a public service, have presented free sets to all the important public libraries in communities with any interest in the sea.

Mr. Fairburn (1876-1947) was a Bath Iron works apprentice who studied naval architecture at the University of Glasgow in 1897-98. He was one of the Bath Iron Works group who built the MINNESOTA and DAKOTA at Groton in 1900-04 for the Northern Pacific RR, and in this work came into contact with the Stirling Co. of Barberton, Ohio, makers of the Niclausse boilers for the two Hill giants. The Stirling Co. was owned by the same principals as the Diamond Match Co., and when Mr. Fairburn decided to give up shipbuilding and engineering in 1909 he joined the Diamond Match Co. He succeeded Edward R. Stettinius as president of Diamond Match in 1915 and remained as chief executive of that company until his death.

Although he gave up any connection with the sea, Mr. Fairburn retained an interest in the history and problems of American shipping, and he evidently assembled a library of books on the subject. With the competent assistance of Miss Ethel M. Ritchie, he assembled the material from his books into the series of "Merchant Sail," and arranged for its printing and distribution by establishing a foundation. The first two volumes had been printed and the third set in type at his death, the fourth was complete, and the fifth in pencil manuscript. Miss Ritchie assembled his remaining notes, a biography, and the index into Volume Six.

The first volume of "Merchant Sail" covers the colonial period, the Revolution, and the Barbary Wars. The second volume begins with the War of 1812 and after a quick treatment of whaling and fishing, Bowditch and Maury, and John Fitch it goes rather fully into the sailing packets, leaning heavily on Albion's "Square Riggers." After two chapters on the development of steam navigation, we come to the clipper ships, which evidently fascinated Mr. Fairburn.

Volume Three is devoted to 19th-century sailing ships. It has a list of clippers (based on Cutler and Howe & Matthews) and a list of later square-riggers (based on Matthews and Lubbock's "Downeasters" and hence far from complete). Then follow some material on speed and record voyages and a rather tedious recapitulation of material in Cutler and Howe & Matthews on clipper ship performance on the California run. Volume Four, based largely on Clark and Lubbock, tells of the China and Australian trades, with a little on the Indian and Manila trades. There are a couple of pages on the vessels built on the Pacific Coast; a few more on East Coast schooners and barges; a rehash of Bates' material on iron vs. wood ships in the wheat trade; and some interesting material on ships' names, manning, and the last days of sail.

Volume Five is devoted entirely to a survey of square-rigger building, in geography from Baltimore to Maine, in time from the earliest period of record to the end of building. Particularly in Maine, this is a useful aggregation of scattered sources, and in the case of a few Maine districts is actually an original contribution, with lists compiled from custom-house records. Elsewhere, unfortunately, only a sampling of published lists is given, without a reference to the complete source.

The sixth volume has a list of firms that owned clippers, with further tedious listings of their sailing records; the biography of Mr. Fairburn; bibliography; and indexes. The indexes are models of their kind, including 13,278 names, usually with year and place of building.

As will have been gathered from what is already said, Mr. Fairburn preferred to work from published sources rather than original material. Particularly in the matter of clipper ship records, this procedure detracts from the value of his findings, since much can be done to improve the data in Cutler and Howe & Matthews. Worse, he fell into the pitfall that traps many amateur researchers, of citing in his bibliography not only his sources but the sources given by his sources. Writing entirely without footnotes or other citations in his own text, he has made it almost impossible for his statements to be verified. This is particularly unfortunate in his treatment of such figures as Donald McKay, in

which it is impossible now to distinguish between facts that Mr.Fairburn may have gathered from men who knew McKay, statements that he has gleaned from contemporary sources, and opinions that he formed himself.

Some of the material that stems from Mr. Fairburn's own experience, such as his comments on vessel design and on the Sewall steel vessels, is first-rate authority. When he gets over into ship operation, he is on less solid ground; he appears to be ignorant of the true meaning of "clearance" or "departure," for example. He is of the small minority who favor use of the term "shipentine," and he has an annoying habit of using "command" for "master" or "skipper." Some of the material that he puts in quotation marks appears to be historical fiction of his own composing, rather that quotes from other sources.

Another weakness of the work is that it depended almost entirely on books (as distinguished from periodicals), so that a tremendous amount of valuable source material was overlooked. (In one case, however, an "American Neptune" article on the Bath Houghtons was used without credit.)

Taken as a whole, therefore, "Merchant Sail" is not the final authority in its field, and its existence should not discourage real research in the topics it covers. To the casual searcher after information on American sailing ships, on the other hand, it will prove a tremendous time-saver, and it always should be consulted first when a library investigation is undertaken.

FERGUSON, Eugene S., "Truxton of the CONSTELLATION; the life of Commodore Thomas Truxton, U.S.Navy 1755-1822," 322 pp., index. The Johns Hopkins Press, Baltimore, 1956. Price $5.25.

Truxton, whose name is commemorated in the Truxton-Decatur Museum in Washington, D.C., was a Long Island boy, orphaned at 10 and sent to sea at 12. He served a brief (involuntary) hitch in the Royal Navy in 1771, and in 1775 married and obtained his first command, a sloop trading to the West Indies. After losing the CHARMING POLLY in the St.Kitts prize court on her third voyage, he took up privateering. In the '80's he was a skipper in the China trade, and in 1794 was commissioned Captain in the new United States Navy-- the only Captain out of six who had not served in the Continental Navy in the Revolution.

His ship, the CONSTELLATION was launched in 1797, and in 1799 he captured a French frigate, L'INSURGENTE. He left the Navy, and the sea, in 1802.

This, the first book-length biography of Truxton, is an excellent example of historical research, complete with unobtrusive footnotes and a minimum of speculation and dramatization on the part of the author.

KALMAR LÄN, Årsbok för Kulturhistoria och Hembygdsvård, 91 pp., ill. Kalmar Läns Fornminnesförening, Medd.40, 1952. Price Sw.Kr.7- ($1.40).

The principal article in this yearbook of the Kalmar Province Historical Society is "Segelsjöfartens Minnen i Kalmar Läns Museum Kalmar Slott" (Relics of sail navigation in the Kalmar Provincial Museum, Kalmar Castle), by the editor, Manne Hofren. It is well illustrated and a thorough catalog of an important collection.

DU CANE, Peter, "High-Speed Small Craft," xii, 324 pp., 193 fig., 22 pl., index. Second revised edition. Philosophical Library, N.Y., 1957. Price $15.00.

Being associated with the Vosper Co., builders of PT-Boats for the Royal Navy, the author is well qualified to tackle this subject, and he has been assisted by experts with chapters on their specialties. This is a book that can be referred to with profit by anyone connected with the building of a motorboat.

"The Marion V.Brewington Chesapeake Bay Collection," 16 pp., ill. Maryland Historical Society, Baltimore, c.1957. 50¢.

When Commander Brewington left Cambridge, Md., for Salem in 1955, his collection, which had been housed at "Dorothy's Discovery," found its way to the Maritime Museum of the Maryland Historical Society. This catalog describes the half models, carved work, tools, and hardware that made up the remarkable collection.

SLOCUM, Joshua, "Sailing Alone Around the World," xxiv, 294 pp.; ill. Dover Publications, Inc., N.Y., 1956. $1.00.

This hardy classic of the sea, the granddaddy of all the single-handed voyagers, has become surprisingly scarce lately, so that this paper-back version should meet a real need. It is a faithful reproduction of the 1900 edition, with the original 67 illustrations, and a new preface by Geoffrey Mott-Smith.

(NASH, Jared), "The diary and letters of Jared C.Nash, 1849. To the goldfields around the Horn from Maine to California in the schooner BELGRADE," vii, 12 pp. Grace Nash Pierce and Renee Nash Hamilton, Whittier, Calif., 1956.

This interesting item has been annotated and published in mimeographed format by two of the author's grand-daughters.

"Yachting World Annual, 1957," 192 pp., ill., index. Philosophical Library, N.Y., price $10.00.

Profusely illustrated, this handsome volume was compiled by the editors of "Yachting World" as a review of yachting in British and European waters in 1956. Although most of the material doubtless appeared in the periodical, the 82 plates and 155 illustrations-- including designs of some 55 yachts, sail and power-- are much more easily referred to in this format.

There are articles on the Lisbon training ship race and on Thames barges, as well as coverage of the usual yachting topics.

HANDELS OG SØFARTS MUSEET PÅ KRONBORG, Aarbog, 1956, 1957.

The yearbooks of the museum in Hamlet's castle continue to be filled with interesting material. The 1956 volume has an article by Henning Henningsen on keelhauling and ducking from the yard-arm and a paper by Knud Klem on 18th-Century Danish shipbuilding, among other interesting subjects. In 1957 we find an account of boats of the Faeroes, a history of the Sound dues, and an important article (illustrated in color) on Dutch tiles with ship pictures.

BURSTYN, Harold L., "At the Sign of the Quadrant; an account of the contributions to American hydrography made by Edmund March Blunt and his sons," 119 pp., 8 pl. Marine Historical Association, Mystic, Conn., 1957 (no.32). Price $2.00.

Nowadays we take it for granted that nautical charting, like operating lighthouses and the post office, is a proper function for the government, so that it may come as a surprise to some readers to learn that a New York firm (originally from Newburyport) engaged in this business (at a profit) until after the Civil War.

In what was originally a 1951 Harvard undergraduate honors thesis, Harold Burstyn has given the first complete account of the Blunts' activities. E.M.Blunt brought out his first "American Coast Pilot" (a title still used by the Coast & Geodetic Survey, which bought Blunt's copyright in 1867, for their sailing directions) in 1796, and in 1802 he produced the first edition of Bowditch's "American Practical Navigator." The latter title likewise is still used by the U.S.Navy Hydrographic Office, which bought Blunt's plates and copyright, also in 1867.

The Blunts also published "American Lloyd's Register," Darcy Lever's "Sheet Anchor," "Shipmaster's Assistant," and other useful books, a complete list of which is given in the appendix, along with a bibliography and chapter references.

"F L : A century and a quarter of Reederei F.Laeisz," xl, 244 pp., 47 pl., index. J.F.Colton & Co., Flagstaff, Arizona, 1957. Price, $10.00.

The original German version of this work was reviewed in LOG CHIPS for Jan. 1955; the new edition has been translated by Dr.Antoinette Greene Smith and edited (with additional lists of ships and masters) by J. Ferrell Colton. The additional illustrations contribute a great deal to the value of this account from the standpoint of sailing ship history.

The translation is very close in style to the original German and is a little ragged in spots, particularly in regard to English nautical terminology.

SUNDSTROM, Gustaf T., "Commercial Fishing Vessels and Gear," 48 pp. Fish & Wildlife Service Circular 48, Washington, 1957. 40¢.

All the contemporary types of fishing vessels in U.S.and Alaskan waters are portrayed in this volume of pen drawings by an illustrator for the Bureau of Commercial Fisheries. Maps show the principal fishing areas of each, and the gear is illustrated in detail. Besides captions, the only text is tabular specifications of the various vessel types.

GREENHILL, Basil, "The Merchant Schooners," vol.II, xiv, 180 pp.; 63 pl.; 12 fig.; index. Percival Marshall, London, 1957. 30s.

This is the long-awaited second volume of Basil Greenhill's great work on the coasting vessels of British waters, the first volume of which was reviewed in LOG

CHIPS for May 1952.

The first chapter of the present volume discusses the life in and handling of the schooners, and it is supplemented in an appendix by autobiographical notes of Captain R.Robinson. The second chapter treats of design and management and the third of the coal trade. Next follows a discussion of auxiliary power-- the "iron topsail"-- and of matters like sail training and the preservation of small ships.

The figures are mostly of plans, many drawn by David MacGregor, although unfortunately they are not indexed separately. Appendixes give a bibliography, some material on insurance, and an account book extract.

American readers will take issue with the author on his comparison of the size of Grand Bankers and of British schooners: the plain fact is that if the bankers were big enough, they and not the British schooners would have carried salt fish across the Atlantic. On p.51 there seems to be confusion between freight (money paid for carrying cargo) and the cargo itself; compare Captain Robinson's statement on p.149. It is stated on p.110 that raffees took their name from the Great Lakes, but the sails are shown by Steel (1794), and it is likely that the name is as old.

These are minor quibbles, and are mentioned only to emphasize the authoritative character of the rest of the book. In the "Coal Trade" chapter, for example, we are given the first description of a billyboy that has ever been published; lines of an example are in Fig.11 (p.100).

"The Annual Dogwatch," No.14, 144 pp.; ill. Shiplovers' Society of Victoria, 1957. Price 4 shillings, sixpence.

The latest issue of this yearbook maintains the high quality of its predecessors under the editorship of Miss.S.A.E.Ström. Among the articles are an account of the FALLS OF CLYDE as a tanker by Capt.F.Klebingat; of a ship graveyard in the River Plate, by Captain H.Daniel; and of the steamer MARIPOSA. A follow-up to one of last year's stories gives more on the schooner ANNIE LARSEN.

WATSON, G.O., "Marine Electrical Practice," x, 325 pp.; 182 ill.; index. Philosophical Library, N.Y., 1957. Price $12.00.

With chapters by specialists, this is an up-to-date work on all aspects of the subject.

SAILING SHIP NEWS

AMERIGO VESPUCCI, Ital.aux.tr.ship. 31 Aug.1956 arr Liverpool from Dublin; sailed for Havre; 4 Oct.arr Gibraltar; 7th left for Tangier. 23 Sep.1957 put into Brest, bound Amsterdam to Mediterranean.

C.A.THAYER, 3m.sch. In July was refitted with 3 106-ft masts and a 58-ft bowsprit. 15 Sep.left Seattle with volunteer crew of 18. Becalmed off California; towed in by USCG AVOYEL, arr San Francisco 30 Sept.

CHRISTIAN RADICH, Nor.aux.tr.ship. 6 July 1956 left Torbay for Lisbon; arr 14th; 19th sailed for home. 8 Dec.left Oslo to make a movie in W.Indies; 24th left Torbay for Madeira; 2 Feb.1957 arr San Juan; called at Barbados; 11 Mar.arr Trinidad; 1 Apr.left for Willemstad; next at Key West; 15 May arr Miami; left 20th.

CUTTY SARK, Br.ship. 25 June opened as museum at Greenwich by H.M.Queen Elizabeth.

DANMARK, Dan.aux.tr.ship. 14 Sep.1956 left Copenhagen; 22d left Dover; 1 Oct.arr Falmouth; 2d left for Madeira; 12 Nov.left St.Vincent for St.Thomas. 21 Sep.1957 arr Tyne from Denmark; 26th left for Madeira.

DAR POMORZA, Pol.aux.tr.ship. 16 June 1957 passed Gibraltar, bound Poland-Dubrovnik. 17 July left Istanbul for Gdynia. 2 Aug. left Gibraltar; 6th left Casablanca. 22d passed Lizard; 30th Dover; 31st arr Antwerp. 4 Sept left Antwerp for Gdynia; 10th passed Helsingør.

EAGLE, U.S.C.G.aux.tr.bk. Now has royals converted to upper topgallants. 1 July arr Bergen; 8th arr London for 6-day visit.

EMERY RICE (ex USS NANTUCKET), aux.tr.bark. Former Massachusetts schoolship, lately at U.S.Maritime Academy, Kings Point, N.Y. Being scrapped.

ERNESTINA, Port.aux.sch. 2 Sep.1957 arr Providence 27 d.St.Vincent CVI; 4 pass. 30 Oct.left for St.Vincent; 1 pass.

FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 4 Apr.1956 arr Malmö from Cowes. 17 June left Göteborg for Dartmouth; 24th arr Cowes. 6 July left Dartmouth; 13th arr Lisbon; 20 July left Lisbon for Southampton; 2 Aug.arr Malmö. Cruised to Mariehamn; 29 Aug.detained briefly by Russian patrol vessel off Latvia; 3 Sep.arr Malmö. 9 Oct.passed Helsingborg from Malmö; 19th at Cowes; 4 Nov.left Las Palmas for Rio; 7 Dec.arr Rio; 11 Jan 1957 left Recife for Antigua; 3 Mar.arr St.Michaels from St. Thomas; 19 Mar left Falmouth; 4 Apr.arr Malmö. 28 July left Malmö for Cowes; 16 Sept.arr Westervik from Stockholm.

GEORG STAGE, Dan.aux.tr.ship. 7 July 1956 left Torbay for Lisbon; arr 15th; 20th sailed; 29th arr Ushant; 31st arr Dartmouth; 3 Aug.left for Copenhagen.

L.A.DUNTON, hulk. Built at Essex, 1921; now one of two surviving Gloucester fishing schooners, serving as a fuel oil barge. L.A.Dunton Associates, c/o Mr. E.F.Moran, 664 Bennington St., East Boston, Mass., have begun a drive to refit and preserve her.

LIBERTAD, Arg.aux.tr.bk. Building at Rio Santiago, Argentine, for Argentine Navy.

MADALAN, Port.aux.bgn. Laid up for sale in Cape Verde Is.

MALABOO, barge. 12 June left Cristobal for Ghent, in tow PRAIA GRANDE. 19 June reported weather damage; 15 July arr Ghent. To be scrapped after her scrap iron cargo is unloaded.

MERCATOR, Belg.aux.tr.bktn. 14 Dec.1956 left Antwerp for Teneriffe; 28 Jan.arr San Juan; 13 March left Bermuda; 6 Apr. arr Antwerp. 6 Sept.left Antwerp; 7th arr Ghent; 14th arr Antwerp.

NIPPON MARU, Jap.aux.4m.tr.bk. 14 May left Tokyo; 20 June arr Honolulu; 27th left; 29 July arr Seattle; 4 Aug left; 10 Sep. due to arrive Tokyo.

OISEAU DES ILES, Fr.aux.3m.sch. 7 Nov.1956 called at Madeira, bound to Fort-de-France, Martinique.

PAMIR, Ger.4m.aux.bk. 2 May 1956 arr Falmouth; 6th arr Hamburg. 10 June shifted Hamburg to Bremen. 18 June left Bremen; 5 July arr Teneriffe; 12 Aug.arr Buenos Aires. 8 Sept.left B.A.; 8 Nov.arr Hamburg. 29 Nov.left; 3 Dec.arr Antwerp. About 15 Dec.left for Montevideo; 24 Dec. called Falmouth; 10 Jan.1957 left for Montevideo; 14 Feb.arr. 26 Feb.arr La Plata; 10 Mar left for Hamburg; passed Dover; arr 11th. 1 June left Hamburg; 4th off Southampton; 25 July arr Buenos Aires. 10 Aug.left for Hamburg with cargo of barley and 86 on board. 21 Sep. foundered in 36-N,40-W in hurricane Carrie. Isbrandtsen SS SAXON picked up 5 survivors on 23d; USCGS ABSECON one more; rest lost including the German author, Captain Fred Schmidt.

PASSAT, Ger.aux.5m.bk. 7 Apr.1956 left Hamburg; 24th at Teneriffe; 29 May arr B.A. 20 June left; 11 Aug.arr Bremen. 29 Aug left; 17 Oct.arr B.Aires. 10 Nov.left; 20 Nov.arr Rio; 21st left for Hamburg; 9 Jan.arr. 24 Jan.1957 left Hamburg; 19 to 26 Feb.at Falmouth. 21 April left Montevideo; 23d arr La Plata. 9 May left La Plata; 3 July arr Hamburg. 18 July left; 21st passed Dover; 2 Sep.arr Buenos Aires. 18 Sep.left B.A.for Hamburg.

PURNELL T. WHITE, 4m.sch. Hull beached in Baltimore Harbor 1934; nearly buried in fill. Spring 1957 floated in the course of preparing site for a new B&O fruit pier, 23 March towed down Patapsco and beached again for complete demolition.

SADIE M.NUNAN, sch. Built E.Boothbay, Me., 1901. The only other surviving Gloucesterman; now lies on her side, foremast broken at the deck, in a slip at Gloucester.

SAGRES, Port.aux.tr.bk. 19 June 1956 arr Plymouth; 7 July left Torbay; 15th arr Lisbon.

SEDOV, Rus.4m.aux.tr.bk. 31 Aug.1956 passed through Engl.Channel to westward; 26 Sep.returned, bound for Leningrad.

SØRLANDET, Nor.aux.tr.ship. 18 June 1956 arr Torbay; 7 July left; 15th arr Lisbon; 19th left Lisbon for La Pallice. 12 June 1957 arr in Tyne; 19th left for Kristiansand-S (her home port).

STATSRAAD LEHMKUHL, Nor.aux.tr.ship. 10 June 1916 left Bergen; 20th passed Dover; 2 July left Madeira; 23 July arr New York. 2 Aug. left N.Y.; 25th arr Bergen. 18 June 1957 left Bergen; 1 July at Madeira; 23 July arr Boston; 31st left; 20 Aug.arr Bergen.

TOVARISCH, Rus.aux.tr.bk. Bound Odessa-Bombay; 13 July 1957 left Suez. 18 Aug.left Colombo; 28 Aug.arr Singapore (engine trouble); left 30th for Djakarta.

WILHELM PIECK, E.Ger.aux.tr.bgn. 15 May'57 left Greifswald; 30 May passed Gibraltar for Varna, Albania. 15 July passed Istanbul, bound Odessa to Wismar; 2 Aug.passed Gibraltar; 16 Aug.left Brunsbüttel for Stralsund

ZARYA, Rus.aux.3m.sch. (non-magnetic vessel on IGY cruise). 18 Aug.1957 arr London from Copenhagen; 23 Aug left for Halifax; 28th left Falmouth. 19 Sept.left Halifax for St.Michaels.

ZAWISZA CZARNY, Pol.aux.3m.sch. Built at Råå, Sweden, 1902 as PETREA. Now serving as a training or Sea Scout ship out of Gdynia.

(With thanks to Giles Tod, John Burlinson, Ed Collins, Harold Huycke, Bob Burgess, Max McLean, and Mason Merchant for various items.)

THE INTERCOASTAL TRADE (contd.from p.51) steadied. It is stated that 1853 was the last year in which the interior of California had to import foodstuffs. (Contd.in Feb.)

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1876

(continued from p.48)

W.H.Potter & Son, Liverpool

ALLEGIANCE I Ship 1236 David Morgan, Liverpool. Burned at sea, 1900.
LETTERE/E I Bark 829 Dixon, Irwin & Co., Liverpool.
1904 ANIRAC P.Schiaffino, Genoa. Hulked 1912.
1919 HENRIETTE (steamer) M.Allende y Cia, Buenos Aires.
1920 VITTORIA M.Allende y Cia, Buenos Aires.
1923 SARITA Cia de Nav.Bengolea, Bilbao, Spain.
1924 FREIXAS I E. Freixas, Barcelona
1931 ASTUR Santiago Rivero Moran, Gijon, Spain. (Still going)
MELANOPE I Ship 1686 Heap & Son, Liverpool. Hulked Vancouver 1900.
WOODVILLE I Bark 741 Capt.J.E.Nelson, Liverpool.
1901 FORTUNA J.Andressen, Oporto. Dismasted Dec.1909; hulked.
ZOE I Bark 765 Henry Whittle & Son, Liverpool.
GLYCINIA J. Costa Basto, Oporto.
1906 HEBE T. Br/vig, Farsund. Condemned Oct.1912; hulked Adelaide.
1921 NOE Hulk at Melbourne.

T. Royden & Sons, Liverpool.

CARNARVONSHIRE I Ship 1274 R. Hughes & Co.(Menai Bridge), Liverpool. Wrecked Apr.'96.
CHARLES COTESWORTH I-S 1079 Cotesworth, Lyne & Co., Liverpool. Scrapped 1910.
DENBIGHSHIRE I Ship 1409 R. Hughes & Co.(Menai Bridge), Liv. Sunk in colln.Jan.'89.
ELWY I Bark 804 D.Jones & Co., Liverpool. Broken up Feb.1911.
EVESHAM ABBEY I Ship 1692 J. Poole & Co., Liverpool.
ANTILOPE C.F.U.Flügge, Hamburg
1905 ARGO A/S Argo (C.Bech), Tvedestrand. Broken up 1923.
FLINTSHIRE I Ship 1273 Hughes & Co.(Menai Bridge), Liverpool.
1906 CARL BECH A/S Carl Bech (Alexander Bech), Tvedestrand. Wrecked Dec.'11.

Barrow Shipbuilding Co., Barrow.

BRAMBLETYE I Ship 1544 W.R.Price, London. Scrapped August 1909.
KENTS BANK I Ship 1040 J.B.Sprott, Liverpool. Missing since Aug.1877.

Whitehaven Shipbuilding Co., Whitehaven.

ALNEBURGH I Bark 855 Capt.Robert L.Armstrong, Maryport. Missing Jan.1880.
AMETHYST I Bktn 208 G. Nelson, Whitehaven.
1889 BARBARA J.Rasmussen, Copenhagen. Ashore Laguna de Terminos Sept.1889.
BARBARA Y LUISA
1894 ANNE CHARLOTTE Hans S/rensen Pedersen, S/nderbro. Wrecked Dec.1894.
ARDENDEE I Bark 629 Alexander Rae, Liverpool. Sunk in collision Apr.1897.
BLENGFELL I Ship 1210 Isaac Colebank, Liverpool. Sunk in explosion Oct.1898.
ELLER BANK I Ship 1171 J.B.Sprott, Liverpool. Capsized off C.Horn Aug.1883.
LADSTOCK I Bark 857 Wm.Connell & Co., Liverpool.
1905 EBENEZER S.A.Sande, Flekkefjord, Norway. Condemned July 1911.
LOWESWATER I Bark 633 Jackson & Metcalf, Liverpool. Lost Dec.1894.
PARKNOOK I Bark 835 David Borrowdale & Co., Whitehaven.
1917 CECILIA M. DUNLAP (4m.Sch) Chas.E.Dunlap, N.Y. Later barge; lost Sept.'31.
WASTWATER I Bark 835 Jackson & Metcalf, Liverpool. Burned at sea Aug.1880.

R. Williamson & Son, Harrington.

AETHELBERHT I Bark 810 White, Forman & Co., Liverpool.
BENSHEIM Wimmer, Hamburg. Wrecked Newfoundland, Sept.1905 or 1906.
AETHELSTAN I Bark 814 White, Forman & Co., Liverpool. Burned 1887.
GELTWOOD I Bark 1091 J.B.Sprott, Liverpool. Wrecked Australia June 1876.

Caird & Co., Greenock.

INCHGREEN I Bark 1152 Wm.Lindsay & Co., Greenock.
1889 ADOLPH HARBOE Fr.Harboe, Skjelsk/r, Denmark.
1903 ALF Chr.Nielsen, Larvik, Norway. Wrecked Nov.1909.

Scott & Co., Greenock

ARIADNE I Ship 1023 Robert Grieve, Greenock. Missing since Aug.1877.

J.E.Scott, Greenock.

AMELIA I Bktn 308 Goodyear & Co., Liverpool. Wrecked July 1896.
ELIZA I Bktn 315 Goodyear & Co., Liverpool. Wrecked Oct.1895.
GOATFELL I Bark 740 Leitch & Muir, Greenock.
AFRICA A. da Costa, Lisbon. Wrecked Diego Suarez, 1 Mar.1906.
SERAPIS I Ship 1027 William Lund, London. Scrapped Jan.1912.
VERULAM I Bark 347 Bullard, King & Co., London. Abandoned at Sea, Oct.1881.
WOLSELEY I Bark 353 Bullard, King & Co., London. Wrecked Aug.1888, S.Africa.

Robert Steele & Co., Greenock.

BRAHMIN I Ship 1325 J.& W.Stewart, Greenock.
1893 QUILLOTA A.D.Bordes et fils, Dunkirk. Wrecked off Sunderland Nov.1901.
HARBINGER I Ship 1585 Anderson, Anderson & Co., London.
1898 SOLGLINT J.L.Enlund, Raumo. Scrapped 1910.
PADISHAH I Ship 1317 J.& W.Stewart & Co., Greenock. Wrecked Aug.1883.

Robert Duncan & Co., Port Glasgow.

EARL DERBY I Bark 1014 J.McAlister & Sons, Glasgow. Scrapped 1914.
MARLBOROUGH I Ship 1191 James Galbraith, Glasgow. Missing 1889.
MARY LOW I Bark 910 John Low, Greenock.
1886 EAST ANGLIAN Lang & Fulton, Greenock. June 1896 ashore, Penarth Head.
1897 LIV Chr.Nielsen, Larvik, Norway. Out of register 1913.
1916 CLAVO H.E.Volden, Montevideo. Foundered at anchor 1934; junked'38.
NARCISSUS I Ship 1336 R.R.Paterson & Co., Greenock. Condemned at Rio March'08.
1916 ISIS P.Passos & Co., Rio de Janeiro. Sunk in collision 1922.
NEWARK I Bark 1056 J.Moffat & Co., Port Glasgow. Wrecked June 1884, Sunda St.
POLYNESIAN I Bark 920 John Renton, Glasgow.
VENTUROSA J.N.Pinto, Oporto
1910 SANTOS AMARAL Santos, Amaral & Co., Oporto. Sept.1915 sunk in collision.

W. Hamilton & Co., Port Glasgow.

BEEMAH I Bark 1001 T.H.Johnson & Co., Liverpool. Wrecked April 1897, Chile.
BENCLUTHA I Bark 1014 John Hay & Co., Liverpool. Wrecked in China 1879.
BIRCHVALE I Bark 921 John Hay & Co., Liverpool. Wrecked Aug.1880, E.Indies.
DRUMCLOG I Bark 1016 Builders. Wrecked at Bassein, June 1882.

Murdoch & Murray, Port Glasgow

NORMAN MACLEOD I Bark 860 William Rankin, Greenock. Condemned at Mauritius 1903.

Henry Murray, Port Glasgow.

AGNES OSWALD I Ship 1447 David Law, Greenock. May 1910 sold for scrapping.

John Reid, Port Glasgow.

CARNEGIE I Bark 1067 James Moffat, Port Glasgow. Burned at Stockholm Sept.1907.
CLAN FERGUSON I Bark 823 T.Dunlop & Co., Glasgow.
1905 JUANA PERAL J.Peral, Callao.
1912 CLAUDINA P.Arana, Callao. 1926 beached and junked, Peru coast.
EASTMINSTER I Ship 1208 Berryman & Turnbull, London. Missing Feb.1888.
JOHN DAVIE I Bark 1062 R.Davie & Co., Greenock. Broken up, 1921.
MARTI CODOLAR I Bark 411 J.Marti Codolar, Barcelona.
BERTHE L.Gueugnier, Nantes. Wrecked 1896, Mona I.

Russell & Co., Port Glasgow.

ANGLO-NORMAN I Bark 864 Frost, Cook & Co., London. Wrecked Sept.1914, New Zealand.
DRUMLANRIG I Ship 1482 Gillison & Chadwick, Liverpool.
1900 GIO. BATTA REPETTO Flli.Repetto fu G.B., Genoa. Sunk in collision Oct.1905.

Birrell, Stenhouse & Co., Dumbarton.

ABERLEMNO I Bark 771 D.T.Boyd, Glasgow
1905 DURBAN A.J.Grefstad, Kristiansand, Norway
1921 MARY (aux.) W.Millar, Göteborg, Sweden. Scrapped October 1923.
BESSIE JOSE I Bark 622 J.Jose, Falmouth
1898 EBBA C.F.Hein, Odense, Denmark
1904 HENNY A.Jorgensen, Horten, Norway. Condemned Mobile 1906 (hurricane).
1915 HILDEGARD (bktn.) Jonas Green, Mobile. Torpedoed 10 July 1917, Start Pt.
CANOMA I Bark 586 Wm.B.Gray, Glasgow.
CORINA I Bark 820 Lauchlan Macpherson, Glasgow
1888 CORANNA P.C.Svarrer, Nordby, Denmark. Wrecked 3 Nov.1894.
COUNTESS OF ROTHES I-B 769 James Allison & Son, Dundee
1907 FRAM A.J.Freberg, Sandefjord, Norway. Lost Malden I., 24 Jan.1915.
GADLYS I Bark 545 John Prust, Swansea. Missing 1886, Guayaçan to Liverpool.
MARY JOSE I Bark 644 John Jose & Co., Falmouth.
1906 AGDA Red.Agda (K.F.Langfeldt), Kristiansand, Norway.
GENIVRER (barge) At Marseille, about 1920.
ZAMORA I Ship 1218 Lauchlan Macpherson & Co., Glasgow. Missing S.Pac.1887.

A. McMillan & Son, The Dockyard, Dumbarton.

CORIOLANUS I Ship 1074 John Patton Jun.& Co., London.
1921 TIBURON
1922 EUGENIA AMELIA Luis de Oliveira, New Bedford, Mass.
1924 LINA Solomao Benoliel Ltd., Praia, C.V.I.
1929 CORIOLANUS Abilio Martino de Macedo, S.Vincente, C.V.I. Scrapped 1937.
GLENMORE I Bark 749 Wm.Porter, Liverpool. Wrecked Apr.1884 near C.Horn.
LARGS I Bark 772 R.Douglas & Son, Glasgow. Missing 1882.
NORTH CAROLINA I Bk 570 Patton, Vickers & Co., Liverpool. Wrecked 1880, Bermuda.
ROCKHURST I Ship 1443 W.R.Price & Co., London.
1902 ALFHILD A.Svahn, Kungsbacka, Sweden. Wrecked Oct.1907, Tasmania.

Aitken & Mansell, Whiteinch, Glasgow.

COCHRINA I Bark 1011 John Guthrie, Cardiff.
1890 COQUIMBO A.D.Bordas,et fils, Dunkirk. Lost Florida coast 1 Feb.1909.

Barclay, Curle & Co., Whiteinch, Glasgow.

ARGONAUT I Ship 1563 A. & J.H.Carmichael, Greenock.
1909 ELVIRA J.A.Ferreira & Cia., Lisbon.
1913 ARGO Empreza Maritimo Oceana Ltda., Lisbon. Submarined March 1917.
COUNTY OF CAITHNESS I-4mS 1715 R.& J.Craig, Glasgow.
1903 SOFIE A/S Sofie (M.Olsen), Porsgrund. 1914 hulked at Fremantle.
ELLORA I Bark 1186 Foley & Co., London. Missing 1885, Calcutta-London.
GLENBURN I Ship 1546 R. Shankland & Co., Greenock. Missing 1905.
GLENDARUEL I Ship 1840 J.& A.Allan, Glasgow. Missing 1889.
GLENFINART I Ship 1601 J.& A.Allan, Glasgow. Missing 1890.
SILHET I Ship 1189 Foley & Co., London. Missing 1888.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow.

ARÈS I Bark 530 Hugh Barton & Co., Glasgow.
JEANNE Foundered 1923.
EAST LOTHIAN I Ship 1455 James Boyd, Glasgow. Sunk in collision August 1898.
GARTHLAND I Schr 107 Gillies & Reid, Glasgow. Missing 1877.
SCOTSTOUN I Ship 1710 W.& A.Brown & Co., Glasgow. Lost Aug.1876, S.Atlantic.
STAR OF THE EAST I-Bk 757 Edwin Smith, Plymouth. Jan.1907 wrecked, Ancabra River.

Dobie & Co., Govan, Glasgow

CLAIRMONT I Bark 788 E.L.Alexander, Glasgow
SAN FRANCESCO N.Delucchi, Genoa. Submarined 26 June 1916.
ESKBANK I Bark 625 G.Gray, Macfarlane & Co., Glasgow. Wrecked on Oahu 1878.

(continued)

Dobie & Co.(continued).

FAMENOTH Iron Ship 1035 John Cooke, Aberdeen.
1897 SOLHEIM A/S Solheim (M.Engelstad), Larvik. Scrapped 1921, Philadelphia.
GLEN CALADH I Bark 510 Wallace & Lamont (Rothesay), Glasgow. Condemned Aug.1896.
GLENMORAG I Ship 1648 J. & A. Allan, Glasgow. March 1896 lost, Washington coast.
NAIRNSHIRE I Ship 1027 T. Law & Co., Glasgow.
1904 HJØRDIS W.D.Hansen, Kristiansand. Wrecked 1911, South Seas.
OBAN BAY I Ship 1108 Hatfield, Cameron & Co., Glasgow. Wrecked 1904, Ship I.
ROLLO I Ship 938 Boyd & Currie, Melbourne. Hulked 1912, Beira.
ROXBURGHSHIRE I Ship 988 T.Law & Co., Glasgow. Missing 1883, Astoria for Queenstown.
WEST GLEN I Bark 720 Lawson Hodgson (Dalbeattie), Liverpool.
1897 C.J.S. C.Jacobs & Son, Melbourne. 1 Feb.1920 foundered Indian Ocean.

J.Elder, Govan, Glasgow.

COOLEEN I Bark 657 Wm. M. Barkley, Belfast. Wrecked Jan.1893, Irish coast.
ISOLA I Bark 680 J. Kelso, Glasgow.
1894 ELSE A/S A.M.Knudsen, Sønderho, Denmark. Ashore Apia 1899; condemned.
ISOLA J.J.Craig, Auckland.
JESSIE CRAIG J.J.Craig, Auckland. Hulked Melbourne 1914; scuttled 1953.
THALIA I Bark 792 Workman Brothers, Belfast. Abandoned Nov.1878, S.Pacific.

D.& W.Henderson & Co., Partick, Glasgow.

INCH KENNETH I Ship 1120 Clutha Shipping Co., Glasgow. Foundered 23 Aug.1877.
INCH MARNOCK I Bark 824 Clutha Shipping Co., Glasgow. Foundered 25 Jan.1887.
INCH MOAN I Bark 817 Clutha Shipping Co., Glasgow. Wrecked 14 April 1877.
REGENT MURRAY I Bark 849 Wm.C.Fairley, Glasgow. Lost April 1898, New South Wales.

London & Glasgow Co., Glasgow.

ASSEL I Bark 845 David Hunter, Ayr.
1903 OXØ Thv.B.Heistein, Kristiansand. Submarined 7 July 1917.
MENNOCK I Bark 822 Robert Bramwell, London. 1909 hulked, Valparaiso.
1915 DON AGUSTO Borquez & Co., Valparaiso. Wrecked 1923.
SCOTTISH BARD I Bark 859 McIlwraith, McEacharn & Co., Ayr.
1894 THOR P.N.Winther, Nordby, Denmark. Abnd.off C.Horn 8 Aug.1900.

Robert Napier, Glasgow.

CANOPUS Comp.3mSch 253 J.Napier, Glasgow. Ashore Mayotte, Comoro Is., Apr.1877.
1918 GANESAPURAVY (bktn) P.K.N.Nagappa Chetty, Jaffna. Broken up 1927, Tallerew.

Alexander Stephen & Sons, Linthouse, Glasgow.

ARDENCLUTHA I Ship 1293 Edmiston & Mitchell, Glasgow. April 1895 wrecked Chile.
COCKERMOUTH I Ship 1377 Peter Iredale, Liverpool.
1909 G.MAZZINI D.Loero, Callao.
NOSTRA SIGNORA DELLA MISERICORDIA Flli.Dufour, Genoa. Hulked 1922.
FULDA I Bark 939 D.H.Wätjen & Co., Bremen
1910 MAORILANDS A/B Maorilands (A.S.Cronberg), Landskrona.
INDIA Comp.Bark 974 D.H.Wätjen & Co., Bremen. Broken up 1908.
KINCLUNE I Bark 741 Thomas Couper, Dundee. Wrecked Nov.1904.
LOCHINVAR I Bark 741 Joseph Boumphrey, Liverpool.
1893 P.VIKSTRÖM, JR. C.M.Boden, Norrköbing, Sweden.
1913 AXEL John Andersson, Mariehamn. Broken up, 1928.
NOKOMIS I Bark 881 B.McCorkell, Londonderry. Jan.1884 lost near Londonderry.
OPAWA I Ship 1131 New Zealand Shipping Co.Lim., London.
1900 AQUILA S.O.Stray, Kristiansand. Submarined 14 March 1917.
PIAKO I Ship 1136 New Zealand Shipping Co.Lim., London. Missing 1900.
PLEIONE I Ship 1139 Shaw, Savill & Co., Southampton.
1921 ESOV
1921 ELVINE HOMUTH Alfred Homuth, Hamburg.
1922 TAMARA XI Nordische Handels Ges.Hachfeld Fischer GmbH. Wrecked Sep.1922.
SHENIR I Ship 1229 J.Smith, Glasgow.
1905 PETRA A/S Petra (P.M.Pedersen), Flekkefjord. Wrecked Dec.1910.
WERRA I Bark 939 D.H.Wätjen & Co., Bremen. Broken up Aug.1910.

(to be continued)

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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THE SHIPBUILDERS OF HUMBOLDT BAY -- VII

THOMAS H. PETERSEN

This heading, continued from LOG CHIPS of January 1950, is perhaps a slender reed upon which to hang the biography of Petersen, since he actually built only two vessels on Humboldt Bay and we have already covered those in the account of Bendixsen in September 1949. However, since we have Petersen's own story in his own words, by courtesy of the Puget Sound Maritime Historical Society and Karl Kortum of the San Francisco Maritime Museum, we cannot do better than quote it at length, with editorial discipline over spelling and punctuation:

"Seattle, Aug.4, 1914.

"My name is Thomas Heinrich Petersen. I was born on the 3d of Feb.1836. I will try to give some idea of what I did since I came to this country.

"I left Schleswig Holstein in August 1856 in the Danish ship CIMBER. At that time the Danish king was yet duke over Schleswig Holstein; it became a Prussian province in 1864. I had served my time in a shipyard on a small island called Callpe owned by Agent Bruhn of Apenrade. I have my certificate yet.

"I was in my 21st year. The ship was the largest in Denmark; she sailed 16 knots an hour (with the right kind of wind). I was carpenter's mate. We arrived in San Francisco on the 4th of May 1857. San Francisco was a small town at that time, but it looked best for me to stay there. I had no conscientious feeling about it being wrong to desert, because the ship owed me enough money to more than pay a man in my place the difference in the wages. I could not get my tools, bedding, or clothing; I came ashore as I stood.

"I had been brought up in a country village, so it was no trouble to go in the country to bind grain after it was reaped. I stayed through the harvest season, and made enough money to buy me a good outfit. I thought I would await a chance for a job in another ship in a sailors' boarding house.

"While I was there waiting, there came a whole crew in the house. These men had shipped from that house in the steamer CONSTITUTION. They were telling of the trouble they had in the steamer which they had just left. They had sailed in her to go to Puget Sound and had been at sea six days. The steamer had been laying up several years on account of her being too small to carry passengers between San Francisco and Panama, and in the hot weather she had shrunk so much that she would have sunk if the passengers had not baled out of all the hatches.

"The carpenter was telling what happened; Capt.Hunt and John Scranton had bought the steamer to run the mail from Olympia to Bellingham once a week in Puget Sound. (This was the first contract the government had given to anybody to carry mail in the waters of this territory, and after the steamer came to the Sound she ran the mail only 7 months. She proved to be too expensive for the business in the Sound; she was sold at sheriff's sale for $15,000.)

"When they tried the first time they got strong NW winds and heavy sea so that the shrunk vessel leaked so much as to put the fires out when they were abreast of Cape Mendocino. They rigged baling stages in all the hatches; bale or sink. The passengers baled enough to keep her from sinking. They came to San Francisco under canvas after having been out 6 days. They were taking all the freight out of her; there would be neither freight nor passengers next trip. None of the crew would go with her. The owners had no money to calk her. I thought there might be a chance for me to get a job. (I could not talk any English worth mentioning, but could talk good Danish. The carpenter was a Norwegian and could talk the same.) When they were done talking I called the carpenter out and asked him if the same officers were going. He said they were.

"I said,'I am a shipcarpenter. I would like to have that chance.'

"He said,'You look very young to be a shipcarpenter.' I showed him my certificate.

"He said, 'It is a good one, but I advise you not to go. You are apt to drown;

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there will be no passengers to bale next trip.'

"I said, 'I can go where officers can go.'

"He said, 'They will be glad to get you.'

"We went on board and the mate shipped me. I borrowed $30 from a man who shipped to pay what I owed in the boarding house. Everything went all right. We had fine weather sailing up to the Sound without passengers or freight except one girl friend of the captain's wife."

"After the steamer was sold, Captain Hunt got me to go in a little iron steamer about 45 feet long, called TRAVELER. She was old; had come from New York on a vessel's deck. She got so leaky that the owners hauled her out and had her planked with wooden plank. An old shipcarpenter they called 'Chips' did the work; she did not leak much.

"I was in her 3 weeks, made the cabin tight; put rail and bulwarks on her. I had the work about finished when she got lost. The last trip a deckhand told me it was wrong not to have a boat with up to save us with if anything should happen to us. I thought as she was only a boat herself we could beach her and wade ashore from her knee-deep, and I told him so, and I said 'If you tell the mate of the CONSTITUTION he may get a boat; there are plenty in Olympia,' but I don't think this man said anything about it to the mate.

"I did not think there was any danger; she did not leak much. I intended to go in her again the next morning. I slept one night in a hotel each trip. When I awoke the next morning it struck me that I would not go.....I did not like to tell Capt.Hunt that I did not want to go -- he had treated me kindly. I told him at breakfast time. He said, 'Have you had any trouble with the mate?'

"I said I had had no trouble with anybody. He said, 'Let's go down to the mate.'

"We went to the boat. Hunt told the mate that I did not want to go this trip. The mate said "He has had a hard time of it the last 3 weeks,' and for me to take rest this trip; he would do all the sail-raising himself.

"The boat got as far as Foulweather Bluff and was trying to go to Port Gamble. There was too much ebb tide and wind against them. She dropped around behind the bluff, dropped anchor, and everybody went to sleep. The fireman turned out in the night, and he could see the water rising in the fireroom. He hallowed. Everybody turned out quickly. The mate said, 'Everybody for himself! We are going down!' He tied a bundle of cordwood together and went overboard with it. He drifted to a rock outside of Port Ludlow; it is called Slater Rock yet (his name was Slater). There were drowned Slater, a purser, a fireman, a deckhand, and a passenger. There were two young Indians on board, cook and steward; they swam ashore and they saw the engineer about half-way and swam out and helped him ashore and walked him on the beach till he got warm. The rest were picked up on the beach.

"If I had been there, I could not have swum that distance. A butt of a plank must have sprung off.

"I then went to work at Port Gamble Mill at shipcarpenter work in the spring of 1858. In the summer there came a great excitement about gold having been found in Fraser River. I went as partner with an old California miner after building two boats, one to use and one to sell. It took us about 4 months to see that there was not enough gold to keep us there. The Sound was full of idle men. The Port Gamble Mill did not want me again. I went to work at Port Madison Mill at carpenter work for $40 per month -- half pay. I worked till I could better myself.

"Afterwards I went to work at Port Ludlow on the first steamer of any size that was ever built in the Sound. She was sold and went to China; her name was JOHN T.WRIGHT.

"When that was finished I went to San Francisco as passenger in the bark HYACK. Had a very rough trip down; 17 days; were on the beam ends, the yards in the water; I hove deckload off to the rail. I had promised my mother to come home. I shipped in an American ship to go to England. In about two weeks the Captain told me he was going to Hampton Roads for orders. That is an American port, so I went to work at carpenter work in San Francisco. This was in the summer of 1861. I had sent $200 to my mother and afterwards $10 or $20 as I thought she might need it.

"The Civil War was on, and they were enlisting a dragoon regiment in San Francisco. A carpenter and I went to enlist, but the sergeant was picking up his books when we got there and would not take any more. It did not take much more than a day to get the men. I heard that they took the newly enlisted to relieve a regiment of regulars who had been taking care of Indians. The regulars went to the front. They did not draft anybody in San Francisco.

"When I was 28 years old, my mother got

married again. She was 48 years old and wrote that she could not live alone. She meant she could not work the land which she had, but I did not like to go home after she got married. She wrote her husband had some money, and I don't think she had any debt then, so I wrote, 'you say you are 48 years old and can't live alone any longer; I am 28 years old and I don't think I can stand it much longer alone.'

"I married when I was in my 29th year, and if we live till next May we will have been married 50 years. We have 5 children and 5 grandchildren; none of ours died. My mother was married 22 years to my father and 23 years to her second husband. She was 89 when she died. When I was 29 I got my first contract to build a schooner, and I kept on to build until I had built 36 good schooners, and out of that lot were 5 steamers. I constructed 5 vessels that were built by other builders here on the Sound. I built the first two 3-mast vessels that were ever built on the Pacific Coast." (Here he lists all his vessels by name and place of building.)

"I superintended 5 vessels here in the Sound which were built by other builders. I was made an Odd Fellow when I was 30, and a master Mason when I was 39. My time apart from building vessels I have spent in repairing, much on such vessels as had been ashore. I surveyed all the harbors or landings between Bodega and Shelter Cove, the two last-named included, 42 harbors or landings." (He then describes several bad accidents he suffered in various places.)

"I am now in my 79 year....my wife is 10 years younger and much stronger than I am. She treats me with great kindness. I quit work when I was 70; when 71 my wife and I paid a visit to our old homes in Germany....We are living in our own house and are very thankful for all the good things received."

We have checked Petersen's list against the enrollments and licenses preserved in the National Archives, and also a list that seems to be in the handwriting of one of Petersen's daughters (or perhaps his wife: it has on it a note "Sophie -- you can copy"). Here are the 36 vessels, with year of building and gross tonnage:

1866	2mSch	COLUMBIA	61 San Francisco
1866	3mSch	SUE MERRILL	148 Russian Gulch
1867	2mSch	VANDERBILT	97 San Francisco
1868	3mSch	JAMES TOWNSEND	168 Noyo River
1868	2mSch	PHIL SHERIDAN	158 Little River
1869	2mSch	LITTLE RIVER	97 Little River
1869	StTug	C. J. BRENHAM	133 Noyo
1872	ScowSch	LIME POINT	19 San Fran.
1872	2mSch	NAPA CITY	46 Little R.
1873	2mSch	SEA FOAM	91 Mendocino
1873	2mSch	UNCLE SAM	113 Mendocino
1874	2mSch	ALICE KIMBALL	107 Little R.
1874	2mSch	G. W. PRESCOTT	112 Little R.
1874	2mSch	EMMA AND LOUISA	89 Little R.
1875	2mSch	SILAS COOMBS	88 Little R.
1875	2mSch	ELECTRA	92 Little R.
1875	2mSch	GALATEA	93 Little R.
1876	2mSch	S.M. COOMBS	93 Little R.
1876	2mSch	JOHANNA M. BROCK	134 Little R.
1876	2mSch	HANNAH MADISON	134 Little R.
1877	2mSch	BARBARA	117 Little R.
1878	2mSch	GEORGIE R. HIGGINS	96 Fairhaven
1878	2mSch	ORION	117 Fairhaven
1878	3mSch	PEERLESS	244 Gardiner
1879	2mSch	MARY D. POMEROY	114 Little R.
1881	2mSch	HELEN M. KIMBALL	192 Cuffeys C.
1883	2mSch	GEN'L BANNING	177 Navarro R.
1884	2mSch	WILLIAM SPARKS	59 Whitesboro
1885	2mSch	ELSIE IVERSEN	80 Whitesboro
1887	3mSch	ZAMPA	385 Pt. Madison
1888	StSch	LAKME	529 Pt. Madison
1889	StTug	DISCOVERY	51 Pt. Townsend
1890	4mSvh	AIDA	533 Pt. Ludlow
1891	4mSch	TRANSIT	547 Ballard
1898	StSch	LUELLA	412 Florence
1900	4mSch	STIMSON	693 Ballard

Of the building places listed above, Cuffey's Cove, Navarro River, Whitesboro, Little River, Mendocino (Big River), Russian Gulch, and Noyo lie in order from south to north along an 18-mile stretch of the California coast north of Point Arena. Fairhaven is on Humboldt Bay, California; Gardiner is on the Umpqua River, and Florence on the Siuslaw, both in Oregon. Port Madison, Port Ludlow, and Port Townsend are all on Puget Sound, Washington, as is Ballard, which is on Salmon Bay just north of Seattle.

As is invariably the case with lists of this kind, there are some conflicts with official records. In checking the enrollments, we have noted the dates, which help to account for Petersen's migrations along the coast. Thus, COLUMBIA was completed in June 1866 and SUE MERRILL in November. VANDERBILT was first enrolled in May 1867; JAMES TOWNSEND's first papers were in May 1868, and PHIL SHERIDAN's in September, followed by LITTLE RIVER the next February, and C.J. BRENHAM in December. LIME POINT was too small to be enrolled, but her first license was in March 1872, and although "Merchant Vessels of the U.S." later gave 1862 as her building year, we are confident it was 1872.

NAPA CITY was sworn to by A.Knudsen, sole owner, in July 1872, but there is no reason to doubt Petersen's statement that he built her. SEA FOAM likewise was documented as built in May 1873 by Alfred Godefroy, who owned 3/4, but Petersen unquestionably built her, as he did UNCLE SAM, completed in September.

ALICE KIMBALL, next of a long series at Little River, was sworn to in May 1874 by B.H.Madsen, who owned 1/3, but other accounts agree that Petersen was builder. The rest through BARBARA in April 1877 were all sworn to by Petersen. Then there is a gap until March 1878 when both GEORGIE R. HIGGINS and ORION were documented, both sworn to by Petersen although other evidence indicates that they were built in Bendixsen's shipyard by Bendixsen & Peterson in partnership.

This partnership did not long survive completion of the two schooners, as PEERLESS was documented in January 1879, followed by MARY D.POMEROY in July. The next discrepancy in the list appears with DISCOVERY, whose first document names James C.Fox as master carpented. This vessel was rebuilt and enlarged at Port Townsend in 1898 to 209 tons, and was placed in the run to St.Michael, Alaska, and it is possible that it was then that Peterson worked on her, as he did not complete LUELLA until February 1899.

STIMSON is another problem, as Lloyd's and her first document agree that she was built by Thomas C.Reed, but is is barely possible that Petersen superintended her and confused her with another vessel that he actually built at Ballard. Certainly his memory in 1914 was not perfect, as he lists "ROSA SPARKS" as one of the two vessels he built at Whitesboro. Actually, ROSE SPARKS was built by H.J.Ervin at San Francisco two years before Petersen built WILLIAM SPARKS (which he does not list) for the same owner.

The list which Sophie was to copy ends with the notation "numerous repair jobs," and then "he made the STERLING into a 5 mast schr; cut her in two," which may refer to the 6m,bktn EVERETT G.GRIGGS, later E.R.STERLING, and "also drafted the ..... (illegible) for the battleship NEBRASKA built at Moran yard, Seattle."

Unlike most West Coast builders, T.H. Petersen owned no shares in any of his products (continued on page 69).

THE INTERCOASTAL TRADE 1850-59 (II).

Continued from page 56.

Breadstuff imports at San Francisco in 1853 amounted to 100 million pounds of flour and meal and 25 million of barley. Two years later they dropped to less than 10 million pounds of flour (or the equivalent in wheat) and only 884,000 pounds of barley. In 1855, since 1,800,000 pounds of barley were exported, it is evident that there was a net exportable surplus of barley in California that year. The 1855 export of wheat reflected not a true surplus but a temporary derangement brought about by the Crimean War. With the usual Russian supplies to Western Europe cut off, millers turned to America for their wheat, and the New York price shot up to $2.75 per bushel. Flour, which had been around $4.50 a barrel since 1849, sold as high as $10. Since the corresponding prices at San Francisco were $1.20 a bushel and $6 a barrel, and plenty of tonnage was available, several cargoes were sent East as soon as the harvest was in.

Thus the CHARMER sailed for New York on 16 May 1855 with wheat at $16 per ton (43¢ per bushel) and flour at $2; her cargo of 2,112 bags barley; 1,824 bags wheat; 20 half and 2,900 quarter bags flour; and 15,901 bags and 4,000 quarter bags manifested only as "merchandise" but probably also flour, along with consignments of shovels, quicksilver, wool, and hides, was probably the first full cargo that ever left San Francisco for New York.

The TELEGRAPH, S.S.BISHOP, and ADELAIDE followed in June (the shippers are said to have cleared 50% profit on ADELAIDE's cargo) and the HARVEY BIRCH in July with cereal cargoes, some of it Chilean. The Chilean wheat harvest is in February, and the new crop was just arriving at San Francisco in July; the Chilean bark ELENITA arrived from Valparaiso on 12 July with flour and barley and had to sail for home on the 20th without breaking bulk. It must have been a discouraging experience for her shippers.

Meanwhile the San Francisco papers were referring to hides, horns, quicksilver, etc. as "an old fashioned cargo," although it was to be several years before California was truly an important wheat export source.

So much for California exports during the '50's, except to mention that the gold dust went East via the Panama steamers and

more than paid for all the imports, and to observe that although some writers give the impression that the hide trade ended in 1848-52 they really have in mind the settling of the accounts created under the barter system of Mexican times, and that by the end of the 1850's the export of California hides, on a cash basis, was conducted in far larger volume than it ever had been before.

We turn now to consideration of the organization of the intercoastal trade (in sail) at the eastern end. As mentioned in August, E.B.Sutton was advertising his Dispatch Line by September 1849, and there were several lines out of Boston at the same time. Looking first at New York, we find John Ogden associated with Sutton until early in 1851; later that year he was advertising his own Dispatch Line, and in 1852 he changed the style to Clipper Line.

The Empire Line of James Smith & Son began in 1850, as did Isaac T. Smith's Regular Line, but the latter lasted only until 1852. Mailler & Lord's Mutual Line also began in 1850 and ran until 1854. In 1851 three more appeared: Samuel P.Robinson's Swiftsure Line, J.S.Oakford's Line, and I.B.Gager's Old Line; the first two lasted only about a year and the third until 1853. Ladd & Church began in 1852; James W.Elwell's Merchants' Line operated only in 1852 and 1853; and F.& D.Fowler's California Line only in 1853. The Shipper's Line of Earle & Weed began in 1854, after the firm had dispatched a vessel or two in 1853.

Thus in spite of the decreasing number of sailings to San Francisco the year 1855 saw Sutton's Dispatch Line, Ogden's Clipper Line, Smith's Empire Line, Earle & Weed's Shipper's Line, and a new operator, Annan, Talmage & Co. Ladd & Church had now split up; C.H.Church & Co. were running the Star Line, with some 7 or 8 sailings; and Alfred Ladd & Co. had two sailings advertised early in the year. Ladd's San Francisco consignees were William T. Coleman & Co., as were some of the Star Line clippers'; by August Wm.T.Coleman & Co.were in New York as joint agents for Ogden's Clipper Line. Another firm that commenced more or less regular operation in 1855 was Bingham & Reynolds, with three sailings toward the end of the year.

In January 1856, John I.Earle took over the Shippers' Line, and in March Wells & Emanuel succeeded James Smith & Son as proprietors of the Empire Line; in April W.C.Annan & Co.succeeded Annan & Talmage, styling their operation the Eagle Line. John Ogden advertised the SEA NYMPH in January jointly with W.T.Coleman & Co. and then dropped out of the picture; Coleman along with S.B.Babcock was offering the TSAR in July as the Eclipse Line, with Wells & Emanuel he was loading MIDNIGHT in August, and finally in November he announced his own California Line. Bingham & Reynolds this year loaded 5 vessels, all jointly with the Star Line or S.B.Babcock & Co.

The panic year of 1857, with sailings to California at the lowest rate since 1848, saw Annan's Eagle Line and Bingham & Reynolds both dropping out after August after only two sailings each for the year.

In October 1858, S.B.Babcock & Co.'s New York & California Line became Babcock, Cooley & Co.'s Merchants' Express Line, and after November the proprietors of the Star Line were Church, Calif & Co. A new operator appeared toward the end of the year, Ross, Falconer & Co. The advertising at this time reflected intensified competition: Coleman advertised "no sal soda taken by ships of this line" and "sailing regularly on advertised days;" the Merchants' Express Line mentioned "current rates and no deception;" the Shippers' Line claimed "the agents ship no goods on their own account" (doubtless a shaft at Coleman); and the Empire Line accepted "no raw sugars in hogsheads, sal soda, soda ash, or any other articles liable to damage other cargoes."

In 1859, Coleman had nearly twice as many sailings as Sutton. The other lines kept about the same relative positions. Church, Calif & Co. became C.H.Church & Co. again in March, and Randolph M.Cooley & Co. took over the Merchants' Express Line in June. During the last four months of 1859, Babcock & Styles ran the short-lived Commercial Line.

The following table gives approximate totals for the sailings dispatched by the various firms in the trade during the second half of the decade:

	1855	1856	1857	1858	1859
Sutton	22	14	8	15	15
Coleman	–	8	8	16	20
Babcock, Cooley	–	–	3	13	10
Shippers'	11	10	8	12	8
Empire	12	9	6	12	6
Ogden	6	–	–	–	–
Ross, Falconer	–	–	–	3	6
Annan	4	4	2	–	–
Star	8	4	2	6	3

In Boston, as already noted, there were

five lines operating by the end of 1849, but only one of them, Winsor's, survived the decade. Dow advertised sailings only to the Columbia River in 1852 and 1853 and then disappeared; Baxter & Howe did not survive 1850; Bruce lasted until May 1851; and Chadwick did not continue in 1850. Glidden & Williams, who had loaded the bark EUREKA for Sacramento in February 1850, began their regular line to San Francisco, as already mentioned, with the JOHN BERTRAM at the end of 1850.

Davis, Dyer & Co. operated from January 1850 to May 1851; then Timothy Davis & Co. were active from June 1852 to January 1856. There were also a few other brief Boston ventures of this sort, such as Merritt's Line in 1850 and 1851 (with a single sailing in 1852) and Lincoln, Wing & Co., from June to October 1854.

Total sailings for a four-year period from Boston to San Francisco were roughly:

	1855	1856	1857	1858
Winsor	11	11	4	16
Glidden & Willms.	16	22	12	30
Davis	4	1	-	-

Our information concerning the details of the operations of these New York and Boston lines is unfortunately far from complete. We do know that, except in the case of Glidden & Williams, there was no connection between the owners of the ships and the operators of the lines. In the early 1850's it appears that the lines loaded ships on commission. This certainly must have been the case when more than one line or agent solicited cargo for a vessel, but whether the line received its commission from the owner as soon as the freight loaded cannot be determined from available sources. Since the freight money was not collected until the goods were delivered at San Francisco, cash commission outlays must have been a heavy burden on shipowners.

In the later '50's we do know that the lines chartered vessels on a lump-sum basis. Thus, in December 1856 Coleman chartered the 1100-ton OSBORN HOWES for about $21,000; she was advertised to sail on 21 Feb. 1857 and actually left on 3 Mar. Similarly, Annan chartered LOOKOUT about the same time for $21,000; she was 1291 tons, was advertised for 17 Jan. and sailed on 9 Feb. Here again, we do not know whether this $21,000 was advanced to the owner at the time of loading or whether it was paid when the freight was collected.

It thus appears that the lines operated through their connections with shippers. Firms having requirements for steady shipments would contract with one of the lines for specified parcels at regular intervals. With partial cargoes thus assured, the line was in a position either to obtain a favorite vessel to load on commission or to negotiate a lump-sum charter without too much risk of a drop in freight rates in the period before the vessel could be placed on the berth.

In the case of W.T. Coleman & Co., we know that Coleman operated in San Francisco as a large-scale distributor of Eastern merchandise, and probably much of the cargoes of the ships in his line went out on his own account. There very likely were similar close connections between other lines and large shippers.

However, by no means all the vessels placed on the berth for California were connected with one of the lines, particularly in the early '50's. Several of the owners of noted clippers preferred to load their vessel themselves, including Bucklin & Crane (owners of BLACK HAWK, CELESTIAL, COMET, and INTREPID), A.A. Low & Bro. (CONTEST, DAVID BROWN, GREAT REPUBLIC, HOUQUA, N.B. PALMER, ORIENTAL, SAMUEL RUSSELL, and SURPRISE), Chambers & Heiser (EUREKA, GOLDEN CITY, GOLDEN GATE, GOLDEN STATE, and SWEEPSTAKES), and Grinnell, Minturn & Co., who owned FLYING CLOUD and also loaded SOVEREIGN OF THE SEAS. None of these owners had enough ships to provide anything like regular sailings to San Francisco, and thus could not contract with shippers for regular bookings. Thus by the end of the '50's most of their vessels were loading under charter to the lines.

Glidden & Williams of Boston were the only owners who also operated a line, but as they owned only half a dozen vessels most of their sailings were by chartered vessels.

As an example of how freight was booked in the early '50's, we have the shipping of the Mare Island sectional drydock in 1852, as described in Lott's "Long Line of Ships." There were 11 sections to the dock, which was assembled in New York and then knocked down for shipment. The first consignment left New York in March 1852 in the EMPIRE of Sutton's line. The next shipments were in April in the CALIFORNIA PACKET of Oakford's Line, consigned to Moore & Folger, and the QUEEN OF THE EAST,

loaded by her owners, Crocker & Warren, on their own account and consigned "to order." The final four sections left in June in the DEFIANCE, which was loaded by Edward P.Moore and Russell & Norton. In this case obviously there was no tie-up between shippers and lines, and the dock contractors simply obtained space wherever they could.

Moore & Folger also loaded vessels at San Francisco for the East, though they never attempted to operate as a "line." Ships to and from Philadelphia were handled at San Francisco in the late '50's by W.B.Cummings & Co.

Although San Francisco drew the vast majority of shipments from the East during the '50's, a small direct trade was carried on with the Columbia River. The bark FRANCES & LOUISE arrived at Portland, Oregon, with general cargo from New York in 1850, and six arrivals from New York and one from Boston are recorded in 1851. Three or four sailings are noted in 1853 and 1854, mostly loaded in New York by Wakeman, Dimon & Co. This firm in 1856 built the 448-ton medium clipper bark C. E.TILTON especially for the Columbia River trade, but, as it is recorded that a 530-ton cargo brought to Portland from San Francisco by the JANE A.FALKENBERG in 1857 was the largest cargo yet brought to Oregon, it will be seen that individual shipments were small.

The intercoastal steamer service via Panama expanded during the 1850's, and a competing route via Nicaragua (which saved several days' steaming time) operated during part of these years. Kemble's "Panama Route" and Albion's "Rise of New York Port" give full details of operations. We need only mention that the Panama Railroad, 48 miles of 5'0" gage track from Colon to Panama, was completed in January 1855, thereby rendering obsolete the expensive express services that Adams & Co. and various other operators had set up, for which goods had to be packed for the Isthmus portage in waterproof containers not over 125 lb or 5 cu ft.

The Ranama RR Co.set up a packet line to Colon in 1855 with the brigs E.DRUMMOND, CAROLINE, ABBEY TAYLOR, and ARABELLA, and in January 1856 the Pacific Mail tried a freight-only service between Panama and San Francisco with the steamers PANAMA and OREGON. The steamer service lasted only two months, but the brigs ran well into the 1860's.

Still another intercoastal route was exploited briefly in 1858-59, by the Louisiana Tehuantepec Co., which received a contract to carry mail from New Orleans to Coatzacoalcos, from which it was sent to Ventosa by road and there picked up by the Pacific Mail steamer for San Francisco. The Gadsden Treaty of 1853 permitted the U.S. to use this route.

SAILING SHIP NEWS ITEMS

CLARA Y., Urug.m/v.(built 1875 as bark LANGLAND of Swansea) 13 June 1957 ashore 12 mi N Solidao L.H., Brazil.

DANMARK, Dan.aux.tr.ship. 7 Dec.arr Washington, D.C., from Baltimore; sailed 12th.

ERNESTINA, Port.aux.sch. 9 Dec.arr St.Vincent CVI from Providence, R.I.

FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 23 Sep.left Vestervik for Malmö; 30 Sep.Malmö for Karlskrona; 11 Oct.Malmö for Falmouth; arr 25 Oct; 31 Oct.left for Dakar; arr 17 Nov; 21 Nov.left for Barbados; arr 7 Dec. 29 Dec.arr Curacao from Bequia Bay; 2 Jan left for Cienfugos; arr 7th; 11 Jan left for St.Thomas; arr 22d; 4 Feb left for St.Bartholomew.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.T/S tr.sch. 10 Jan left Cadiz for Dominican Republic, Panama, Peru, Colombia, Norfolk, Annapolis, Dublin, and France; due to return to Spain 12 July.

MERCATOR, Belg.aux.tr.bktn. 12 Dec.left Antwerp for Teneriffe; arr Rio prev.4 Feb; 10 Feb.arr Buenos Aires.

PAMIR, Ger.aux.4m.tr.bk. Shifting bulk barley cargo, filling main ballast tank with cargo instead of water, and inexperience of relief master were blamed by Lübeck Marine Board for her loss.

PASSAT, Ger.aux.4m.tr.bk. 5 Nov.cargo shifted; 8 Nov.arr Lisbon. 27 Nov.left for Hamburg; arr 9 Dec.after 2-day call at Portsmouth. To be laid up.

SEDOV, Russ.aux.4m.bk. 25 Sept.left Kronshtadt on 3-month IGY cruise; late Dec. arr Sevastopol.

TOVARISCH, Russ.aux.tr.bk. 17 Oct.arr C. Town; 26 Oct.left for St.Helena; 14 Nov. left St.Helena for Dakar; arr 6 Dec; 27 Dec.arr Gibraltar; 5 Jan left for Odessa; 21 Jan.passed Istanbul.

ZARYA, Russ.aux.3m.sch. 14 Oct.left Cadiz; 21 Nov.arr Gibraltar; 28 Nov.left for San Juan, P.R.; 9 Jan.arr Belem; 14 Jan left for Monrovia; 31 Jan.arr Freetown; 6 Feb. left for Takoradi; 12 Feb.left Takoradi for St.Helena.

(With thanks to Bob Goddard for items.)

BOOK REVIEWS

UNDERHILL, Harold A., "Sail training and cadet ships," xvi, 373 pp.; 121 ill.; 45 pl.; index. Brown, Son & Ferguson, Glasgow, 1956. Price 60s ($8.40).

Harold Underhill, whose previous books of plans and detailed drawings of 19th and 20th Century sailing vessels, are well known, had the interesting idea of assembling a volume descriptive of the seagoing training ships of our period. Unfortunately the author is a better draftsman than maritime researcher, and the book leaves a good deal to be desired.

The text is arranged with the rigs (ship, four-mast bark, bark, etc.) as the major subdivision, and with the vessels listed alphabetically in each section. This arrangement has led to a good deal of confusion and duplication, since many of the training ships have served under more than one name. Dimensions and building data are given in an appendix, which is arranged chronologically in order of the vessels' first year of use in training; reference is hardly facilitated by such a grouping.

Apart from these shortcomings, the book is a remarkable collection of information on as miscellaneous a group of craft — some built for the purpose, some ex-naval, mostly converted merchantmen — as could be imagined. The illustrations are mainly from photographs, with a few of the authors' spirited wash drawings to fill gaps, and the plates cover 18 different vessels. For only three are the lines included, but there are sail plans for all 18.

KEMBLE, John Haskell, "San Francisco Bay; a pictorial maritime history," xv, 195 pp.; index; end-paper maps. Cornell Maritime Press, Cambridge, Md., 1957. $10

A companion volume to Brewington's "Chesapeake Bay," and Tyler's "Delaware," this volume presents some 350 selected illustrations — maps, prints, drawings, and photos — of what (to us, at least) is the most fascinating body of water in the world. Professor Kemble has provided a page of text as introduction to each of his 18 chapters, but otherwise lets the illustrations and their captions tell the history. Andy Nesdall has pointed out to us that the SOVEREIGN OF THE SEAS on p.124 is the 1868 vessel, not, as captioned, the 1852 ship; and the SURPRISE of 1884 (p.155) was not the "first" steam schooner (though we would be hard-put to specify which one was) but otherwise the text is virtually without flaws. It is a splendid example of the kind of book that results when an expert is assigned a topic within his field of competence and given adequate support by his publishers.

---(see Wrede's list) ✓

HOECKEL, R., "Schiffsrisse zur Schiffbaugeschichte. Erster Teil, Holländische und Deutsche Schiffe 1597-1680," 8 pp.text, 17 loose plates. Robert Loef, Burg bez.Magdeburg, 1956. Price about DM 8 or $2.00.

R.Loef, who before the war was a prolific producer of materials for ship modellers, has resumed his activity in this field. This series of plans, 6"½ x 9"½, by the late R.Hoeckel, bears dates between Shanghai 1938 and Berlin 1948, and shows six Dutch and German craft of various sizes of the 17th Century.

The brief text in German gives both a general description of ships of the period and brief histories of the six vessels. The plans are all reconstructions based on educated guesswork, the recorded dimensions, and (in a couple of cases) paintings.

BLAKE, George, "The Ben Line; the history of Wm.Thomson & Co.of Leith and Edinburgh, and of the ships owned and managed by them 1825-1955," x, 222 pp.; 34 pl.; genealogical table; index. Thomas Nelson & Sons, New York, 1956. Price $2.00.

The Thomsons became shipowners before 1825 as an outgrowth of their marble-importing business from Leghorn to Leith; later they engaged in the Canadian timber trade. Between 1839 and 1875 they owned 25 sailing vessels; in 1871 they went into steam, and, counting steamers managed for the British Government, have operated well over 100.

For this company official history, the firm has been fortunate in obtaining the services of George Blake, a writer thoroughly at home in maritime topics. A complete fleet list is given in an appendix. The firm now operates some 20 steamers between Britain and the East.

SPENGEMANN, Friedrich, "Von Vegesacker Reedern, Schiffen und Kapitänen," 60 pp.; 29 ill. Bremen-St.Magnus, the author, 1956. Price DM 4.80 (say, $1.20).

This little books tells of J.D.Bischoff, Johann Lange, Fr.Hilken, Martin Lange, and various other Vegesack sailing ship owners of the second half of the 19th Century. We regret to report that it will be the last of Herr Spengemann's productions.

(also see Wade's list)

WINTER, Heinrich, "Die Katalanische Nao von 1450 nach dem Modell im Maritiem Museum Prins Hendrik in Rotterdam," 51 pp., 11 plates; folding plan; 30 ill. Robert Loef Verlag, Burg, 1956. Price DM 5.15.

The fascinating little model of the type of ship in which Columbus performed his early voyaging is fully described in this volume. The text figures are reproductions of contemporary representations of similar craft.

CROWE, Bill and Phyllis, "Heaven, hell, and salt water," 264 pp., 42 ill; 7 charts; 1 plan; map on endpapers; index. John de Graff Inc., N.Y. 1955. Price, $3.75.

Few of us can spare the time for a voyage around the world in our own boat; but such activities are always pleasant to read about, particularly when carried out in the relaxed style of this volume. The authors, a California couple, built LANG SYNE (a 39-foot Block Island design) in Honolulu in 1936. After the war they sailed her first to Tahiti and the Mainland and then around the world to the westward, via Singapore, Cape Town, Rio, New York, and Panama.

"Unda Maris, 1957". 102 pp; ill.

The yearbook of the Göteborg Marine Museum always covers a wide variety of maritime subjects. This year's topics range from an account of Göteborg's shipping in the Danish blockade of 1657 to an ethnological study of Göteborg port workers.

COCKRILL, Ross, "Antarctic hazard," 230 pp., 21 ill. Philosophical Library, N.Y., 1957. Price $4.75.

In 1948, when whale meat was being considered for marketing on a large scale for human consumption, the author (a veterinary scientist) was sent down to the Antarctic in the Salvesen factory ship SOUTHERN VENTURER to look into the conditions of production. Three years later he made another trip in BALAENA.

This book is the account of his experiences in SOUTHERN VENTURER, told with humor and the insight of a trained scientist. In many respects it is the best in the growing shelf of books dealing with Antarctic whaling.

KEMP, Norman, "The conquest of the Antarctic," 152 pp., 27 ill., maps on endpapers. Philosophical Library, 1957. $4.75.

In spite of the title, this book is not a history of Antarctic exploration but rather a progress report on the various expeditions that the English-speaking countries are sending to the southern continent during the International Geophysical Year. As background for events reported in the daily papers, it is a useful work.

GIBBS, James A., Jr., "Shipwrecks of the Pacific Coast," 312 pp., 67 ill., index. Binfords & Mort, Portland, Ore., 1957. Price, $3.95.

Jim Gibbs has expanded his coverage of shipwrecks and marine disasters from the Columbia River to include the entire Pacific Coast of the United States. An appendix gives a chronological list of major losses from 1550 to 1957, and endpaper maps show the locations of many.

Some of the legendary accounts have been approached with an uncritical air; for example, the alleged loss of a five-masted schooner at Monterey in 1831 is preposterous. At least one wreck reported, that of the DUNKERQUE in 1918, never occurred.

However, in spite of such inaccuracies this is a handy reference work, and the illustrations give striking pictures of the many ways in which misfortune can come to those who go to sea. If we waited for books of this nature to be produced by professional historians and fully rigged with footnotes and bibliographies, we probably would never see them.

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THOS.H.PETERSON -- contd.from p.64.

However, there were many repeat owners in his list. Thus, a group that included G.W.Prescott, Silas Coombs, and Ruel Stickney of Little River owned PHIL SHERIDAN, LITTLE RIVER, G.W.PRESCOTT, SILAS COOMBS, S.M.COOMBS, and BARBARA. E.P.Nissen of San Francisco was managing owner of ORION and TRANSIT, and G.S.Hinsdale of PEERLESS, ZAMPA, LAKME, and AIDA. B.H.Madsen owned COLUMBIA, was interested in PEERLESS and GEORGIE R.HIGGINS, and along with James Tuft and John S.Kimball owned in ALICE KIMBALL, HELEN N.KIMBALL, and HANNAH MADISON. Tuft and Madsen had shares in UNCLE SAM. Alfred Goddefroy was a major investor in SEA FOAM, GALATEA, and ELECTRA. Mc Pherson & Wetherbee were sole owners of SUE MERRILL, JAMES TOWNSEND, and C.J. BRENHAM.

The preponderance of Danish names in this list is no coincidence, but rather a reflection of the close business relationships maintained among the Danish community in San Francisco.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1876

(continued from p.60)

J. & G. Thomson, Dalmuir, Glasgow

CAPE OF GOOD HOPE I Ship 1493 Abram Lyle & Sons, Greenock.
1893 AMY A/S J.F.Dessauer, Copenhagen. Wrecked Staten Land 8 July 1894.
LOCH FYNE I Ship 1270 General Shipping Co., Glasgow. Missing 1883.
LOCH LINNHE I Ship 1468 J. & R. Wilson, Glasgow. Wrecked Nov.1933, Baltic.
LOCH LONG I Ship 1261 General Shipping Co., Glasgow. Missing Apr.1903.
SIR WALTER RALEIGH I Ship 1579 D. Rose & Co., Aberdeen. Wrecked 29 Jan.1889.

T. Wingate & Co., Whiteinch, Glasgow.

GOLCONDA I Ship 950 R. Gilchrist, Glasgow. Missing since May 1877.

Duncan, Kingston-on-Spey.

LETTERFOURIE W Bark 349 Alexander Hendry, Banff.
LORD MARCH W Sch. 169 J. Duncan, Banff. Foundered 25 Dec.1918.
PEARL W Sch. 50 Wm. Robertson, Glasgow.

Geddie Jr., Garmouth. (may include also Geddie Sr.)

ADVANCE W Sch. 114 D. Martin, Peterhead.
ELIZA ANN W Sch. 138 G. McDonald, Banff.
ANN CLARK R. Clark, Liverpool. Missing since 9 March 1881.
ISA REID W Sch. 111 Alexander Coull, Inverness. Lost c.1905, Lossie-
MOUNTAINEER W Bark 319 William Geddie, Banff. Missing since 9 May'85/Snds.
PET W Sch. 113 Wm.Miller, Wick. Lost Brims Ness, Orkneys, Mar.1931.
YTHAN W Sch. 91 Mitchell & Rae, Aberdeen. 1924 lost Irish coast.

William Kinloch, Kingston-on-Spey.

LEADING CHIEF W Bktn. 315 builder, Banff. Wrecked 29 Sept.1915.
WANDERING CHIEF W Bktn. 447 builder, Banff. Wrecked 24 Sept.1894, Bahamas.

Alexander Spence, Kingston-on-Spey.

NILE W Bark 333 builder, Banff.
NYANZA W Bktn. 243 builder, Banff. Sunk in collision 12 Dec.1896.

Carnegie, Peterhead.

ROBERT W Sch. 117 R.B.Hutchison, Peterhead.
ROSEBUD W Bktn. 352 James Stewart, Peterhead. Wrecked 30 Aug.1888.

Stephen, Peterhead.

EBENEZER W Bktn. 340 Robert B.Hutchison, Peterhead. Wrecked Sept.1896.
FORWARD W Sch. 113 J.McRitchie, Peterhead.

J. Duthie Sons & Co., Aberdeen.

ALEXANDER NICOL I Sch. 272 Aberdeen Lime Co., Aberdeen.
ATTILA Baine, Johnston & Co., St.Johns NFL. Submarined 31 May 1918.
STAR OF AFRICA I Bark 445 Alexander & Murison, Cape Town. Wrecked Aug.1880.

Alexander Hall, Footdee, Aberdeen.

ELIA I Brig 317 H.F.Watt, London.
HERMIONE I Ship 1176 Shaw, Savill & Co., Southampton.
MANTOVA S.A.Ceramica Mantovana, Venice. Scrapped 1913, Genoa.
MARITZBURG I Bark 456 John T. Rennie, Aberdeen
1894 HILDUR O.Banck, Helsingborg.
1900 MADELEINE J.Labayle & Co., Bordeaux. Burnt at Martinique 5 Aug.1901.
NATAL I Bark 459 John T. Rennie, Aberdeen. Missing 1888 Indian Ocean.

Walter Hood & Co., Aberdeen.

ARISTIDES I Ship 1721 G.Thompson Jr.& Co., Aberdeen. Missing 1903, Pacific.
SMYRNA I Ship 1372 G.Thompson Jr.& Co., Aberdeen. Sunk colln.28 Apr.'88.

Humphrey, Aberdeen.

CLEOPATRA W Bark 408 T. Anderson, Aberdeen.

Mitchell, Tayport.

STRATHNAIRN W Bark 717 Wm.Thomson, Dundee. 13 Feb.1880 sunk in collision.

Brown & Simpson, Dundee.

BALMORE I Bark 765 James Millar & Co., Dundee. Wrecked 16 Jan.1890.
CANMORE I Bark 769 James Millar & Co., Dundee.
1907 HERMES A/S Hermes (E.Knudsen), Lillesand. Submarined N.Sea 2 March 1917.
LORD KINNAIRD I Bark 890 W.B.Ritchie, Dundee.
1901 KALISTO S.O.Stray, Kristiansand. Wrecked 27 Nov.1903.

Dundee Shipbuilding Co., Dundee.

STRATHSPEY W Bark 498 Wm.Thomson, Dundee. Wrecked Valparaiso 17 July 1882.

Gourlay Bros., Dundee.

ARTHURSTONE I Bark 1219 David Bruce & Co., Dundee.
1896 SPEME G.Massone, Genoa. 8 Aug.1916 sunk by U-Boat, coast of Spain.
OAKLANDS I Bark 1013 Alexander Lawrence & Co., London. Scrapped 1935.
STRACATHRO I Bark 1215 David Bruce & Co., Dundee.
1896 MARGUERITE THERESE L.le Provost le la Maissonniere, Dieppe. Cndmd.Sep.1897.

Alexander Stephen & Sons, Dundee.

AURORA Stm.Aux.W Bark 530 builders Missing 1917, South Pacific.
EDITH LORN I Ship 847 W.O.Taylor & Co., Dundee. Wrecked 17 Nov.1881.
GLAMIS I Bark 1206 D.Bruce & Co., Dundee. Wrecked 14 Aug.1913, Gr.Cayman.

Tay Shipbuilding Co., Dundee.

AIRLIE W 3mSch. 244 J.M.Ferguson, Dundee. Burnt Jan.1889.
LORNA DOONE W Bark 382 Robertson Bros., Dundee.
1895 HARMONY (stm.aux.sch) Moravian Church & Mission Agency, London.
PERSIAN W Bark 281 Mrs. Margaret Greig, Dundee. Hulked 1892.

W.B.Thompson, Dundee.

ASTORIA I Bark 662 Joseph Gibson & Co., Dundee. Burnt 10 Jan.'83, Pisagua
EARLSHALL I Bark 422 Robertson Bros., Dundee. Wrecked 1915, NFL coast.
LINTRATHEN I Bark 699 Joseph Gibson & Co., Dundee.
1897 BALTIMORE F.Cacace, Castellamare di Stabbia.
1905 VERA CRUZ (hulk) Mexican Coal Co., Vera Cruz.
TULCHAN I Bark 636 A.M.Banks & Co., Dundee.
AGNES J.E.Andresen, Oporto. Missing 1899, New Orleans for Oporto.

J. Key & Sons, Kinghorn

PERU I Bark 710 J.W.Robertson, Dundee.
1907 LOUISA CRAIG J.J.Craig, Auckland, N.Z.
1916 RAUPO Geo.H.Scales Ltd., Wellington. Hulked 1923, Lyttleton.

Scott & Sons, Inverkeithing.

RESOLUTE I Bktn. 432 John Grant, Leith.
SAINTE MARTHE A.Hubeau, St.Nazaire

Roy & Mitchell, Alloa.

ROANOKE W Bark 341 builders
1891 VAUBAN Vve.Valin, Fecamp, France. Lost in collision November 1896.

Harland & Wolff, Belfast.

E. J. HARLAND I Ship 1333 Lawther & Dixon, Belfast. Colln.19 Nov.1879.
STEELFIELD I Ship 1315 R.C.McNaughton & Co., Liverpool. Missing 1889.
THURLAND CASTLE I Ship 1301 Lancaster Shipowners Co., Lim., Lancaster.
1896 IOLANI C.Brewer & Co., Honolulu. Sunk in collision May 1900.

Alex McLaine & Sons, Belfast.

KATE BOUSFIELD W Bark 274 J.Fisher & Sons, Barrow. Lost at Cette early 1881.

UNITED KINGDOM SHIPBUILDING 1876

The year 1876 was notable for the large number of vessels launched and for their relatively small size. Only a handful of iron vessels exceeded 1600 tons, the biggest being the ship GLENDARUEL, 1840 tons. There were only two four-masters, the COUNTY OF CAITHNESS and SHAKESPEARE, 1715 and 1814 tons; the latter had stood 18 months in frame in the yard next to Short, then was bought by Adamson and finished by Short. Twenty feet had to be added to her length to insure stability, and the rig was designed to keep weight aloft at a minimum.

The old-fashioned ways were represented by a large number of wooden vessels, of which the largest were PRINCESS OF WALES, 843 tons; GLASLYN, 809; and STRATHNAIRN, 717; and by the last British-built composite merchant vessels, INDIA, HELENA MENA, and CANOPUS. The last-named had a remarkable career; her fate was described by Captain G.V.Clark in "Sea Breezes" for March 1937, and her earlier history is briefed in the last paragraph on this page

SABRINA, though listed as a barkentine, was a jackass bark, we believe.

This listing is based on a launching list for 1876 compiled for us by Andy Nesdall, checked against contemporary "Lloyd's Register" and "Mercantile Navy List," with the histories and fates checked against their records by Jens Malling in Copenhagen and Capt.Harry Daniel in Montevideo.

Only a handful of the 1876 vessels were later American. ARCHER was dismasted off Flattery on 18 March 1894, and was refitted at Port Blakeley by Captain Rufus Calhound, coming under U.S.registry on 16 Jan. 1895 as a barkentine. After some years in the Hawaiian sugar trade for Welch & Co. of San Francisco, she was sold in 1907 to the Tacoma & Roche Harbor Lime Co., who converted her to a schooner and installed a producer-gas engine. In 1915 she set out from Puget Sound for New York with a cargo of lumber, ended up at San Pedro in distress, and abandoned the voyage. Swayne & Hoyt reengined her with a Meitz & Weiss diesel and sold her to Simmie & Grilk of Manila. Her engine broke down just outside the Golden Gate in 1919, and she sailed down to Manila in 64 days while the engineers took it easy. In 1920 a second-hand Bolinders was installed, and she was owned in Manila until her loss.

PARKNOOK was owned in Norway from 1898 to 1916; as CECILIA M.DUNLAP she was owned in San Juan, P.R., for some years before becoming a barge. She foundered off Scotland L.V. on 12 Sept.1931.

BESSIE JOSE, as HENNY, was condemned after the Mobile hurricane of 27 Sept.1906, but was refitted 9 years later as HILDEGARD.

IOLANI, ex THURLAND CASTLE, seems to have been lost before she could acquire U.S.registry.

The official histories of Stephen's Dundee shipyard list a bark AITHERNIE CASTLE as built by the yard in 1876 for George Duncan of Liverpool. However, as we pointed out on p.142 of the previous volume of LOG CHIPS, a bark of this name was launched on 15 Dec.1879. This vessel was taken over by her builders as the HELENSLEA (LC, p. 84, July 1951). Commander J.W.D.Powell, who has done considerable probing into this matter, has established that the 1879 vessel was ordered by Robert Duncan, Liverpool. It thus seems certain that there was no AITHERNIE CASTLE in 1876, and Stephen's Hull no.63 remains a mystery.

The facts given on CANOPUS on p.60 of the last issue of LOG CHIPS are not quite correct. The vessel wrecked in the Comoro Islands was an earlier CANOPUS. The 1876 vessel seems to have been built as the Pilot Ridge Lightship, off the Hooghly, and to have entered the merchant service in 1918.

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

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SAILING RECORDS TO SAN FRANCISCO

Closely related to the history of the early intercoastal trade is the topic of sailing vessel time between East and West Coasts. Traditionally the westbound voyage, since it was the greater revenue producer and since it involved the beat to windward around Cape Horn, has received more emphasis, and the time from Boston or New York to San Francisco was the yardstick by which American sailing vessel performances were compared.

We have shown elsewhere (American Neptune, 1943, p.56) that average times for this voyage were 136 days in 1880 and 147 in 1900. We showed also (ibid., 1948, p. 151) that both the size and the model of a vessel had a good deal to do with her speed on this voyage, the larger vessels having a definite advantage. The figures for arrivals at San Francisco from the East during the '50's support this conclusion quite well, as the following table shows:

Year	Average Tonnage	Av. Days	Year	Average Tonnage	Av. Days
1852	760	151	1856	1214	130
1853	750	155	1857	1210	137
1854	940	143	1858	1089	136
1855	1133	129	1859	1114	140

Clark and Lubbock have listed the best passages to California during this decade and later, and additional data can be found in Cutler and Howe & Matthews. It is a striking fact, and proof of the superior qualities of the clippers and the men who ran them, that 18 out of the 21 passages made in less than 100 days were completed in the 1850's. (This circumstance has also been conveniently overlooked by those who today dismiss as impossible the 400-mile day's runs recorded by the clippers of the 1850's on the grounds that later sailing vessels never reached such speeds.)

Equally striking, and hitherto overlooked, is the fact that 13 of these 21 runs were made by ships arriving in the quarter including the month of March (which alone accounted for 9 of the two-figure passages). A tabulation by months of the 1850-1860 voyages listed by Cutler in the appendix to "Greyhounds of the Sea" shows that the average time for December arrivals was more than two weeks longer than for April.

Projected against this background, the individual record runs to San Francisco take on new significance. The following table gives first the average time (as computed after Cutler), then the name of the ship making the fastest known arrival for the month, the year, the number of days in the record, and finally the difference in days between the record for the month and the average:

Jan	131	FLYING FISH	(1853)	92	39
Feb	123	SWORDFISH	(1852)	91	32
Mar	122	ANDREW JACKSON	(1860)	90	32
Apr	120	FLYING CLOUD	(1854)	89	31
May	126	SWEEPSTAKES	(1856)	95	31
June	127	FLYING CLOUD and RED ROVER	(1855)	106	21
July	127	SEA WITCH	(1850)	97	30
Aug	129	FLYING CLOUD	(1851)	90	39
Sep	131	HURRICANE	(1854)	99	32
Oct	131	CELESTIAL	(1852)	105	26
Nov	134	SOVEREIGN OF THE SEAS	(1852)	103	31
Dec	135	FLYING FISH	(1855)	105	30

Some interesting things emerge from a study of these figures. Record-setting began in 1850, and all but one of the monthly records had been set by 1856. In all but four cases, the best figure for a month is 30, 31, or 32 days better than the average. Thus the November and December arrivals of the FLYING FISH and SOVEREIGN OF THE SEAS in 105 and 103 days are just as good performances as the 89 and 90-day records of the FLYING CLOUD and ANDREW JACKSON in March and April.

In two cases (June and October) the records are appreciably closer to the averages but in the other two cases they are 39 days better than the averages. Therefore the 92-day run by FLYING FISH in January and the 90-day record by FLYING CLOUD in August are each a solid week better than any of the other runs. (Interestingly, FLYING CLOUD's arrival date was 31 August, and if

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she had taken a day longer and arrived on 1 September in 91 days her time would have been a full 40 days better than the September average.

This maiden voyage of FLYING CLOUD, an untried ship on an unfamiliar route, has been overshadowed by her later April arrival and by a great cloud of small-town chauvinism and quibbling over "evidence" designed to magnify the March arrival of ANDREW JACKSON (on her fifth voyage) out of all proportion to its significance. However, when the influence of season on the intercoastal passage is properly evaluated, two great sailing ship performances stand out. One is that of Captain Cressy in FLYING CLOUD, who in five trips to San Francisco, arriving in five different months, established the all-time record for three of the months, the best time for any month, and one of the two records for shorter-than-average runs. The other is that of Captain Nickels in the FLYING FISH, holding the other record shorter-than-average run, two monthly records, and an average in seven consecutive arrivals of 25 days below average time for the month. All seven arrivals were in December, January, or February: had they been better distributed, FLYING FISH conceivably could have captured as many monthly records as FLYING CLOUD.

Captain Williams in the ANDREW JACKSON, on the other hand, set only one monthly record and on his first five voyages averaged only 18 days better than monthly averages, compared to Cressy's 26 in FLYING CLOUD.

We mentioned on p.49 a few of the early fast runs to California. If the figures on p.182 of Adele Ogden's "California Sea Otter Trade" are reliable, the 369-ton Boston hide-trader CALIFORNIA set the first record for this run. She is listed as leaving Boston under Captain James P. Arther on 4 Dec.1844 and arriving at Monterey 16 March 1845, which would give a time of 102 days. This fast time seems almost incredible, but as March is the arrival month in which most fast passages to California were made, an element of probability remains, and it appears worthwhile for someone to make the effort to check these dates.

Not until 1850 was this time lowered for the run. The best 1849 runs were by GREY EAGLE, 117 or 113 (net) days, and GREYHOUND, 119 or 116. The brig EAGLE arrived in March 1850 in 106 days. SEA WITCH's 97-day run, ending in July 1850, was the first to beat 100 days.

THE INTERCOASTAL TRADE 1860-1869

The decade of the sixties, as far as the intercoastal trade was concerned, was dominated by two great events: the Civil War from 1861 to 1865 and the building of the transcontinental railroad, which was completed in 1869. Continuing the table on p.50, the following figures show the effect of these influences on vessel arrivals at San Francisco from the East:

Year	No.	Total tonnage	Total freight $	Average tons	Av. frt.
1860	115	131,143	2,512,243	1140	$19
1861	104	119,573	2,513,763	1150	21
1862	100	116,808	2,332,385	1170	20
1863	103	114,337	2,851,896	1110	25
1864	114	118,685	3,759,890	1040	32
1865	83	89,795	3,324,381	1080	37
1866	83	89,795	2,555,973	1080	28.50
1867	126	142,749	2,791,526	1130	19.50
1868	125	135,856	3,309,617	1085	24.40
1869	146	160,918	3,942,722	1100	24.50

These figures tell a number of interesting stories. One is that the average size of the ships used in the trade had remained virtually constant since 1855. It is possible to follow this observation much farther and show that many of the ships used in the trade up to 1869 had been built before 1857. For, contrary to the popular opinion that the clippers soon wore out, the facts show that a great many of them, having earned a good name among shippers, remained active in the intercoastal trade until after the opening of the transcontinental railroad. Most famous of these were DAVID CROCKETT and YOUNG AMERICA, but many others could be cited.

The influence on American shipping of the ALABAMA and other Confederate raiders is clearly shown by the figures for number of sailings compared to freight rates. A sharp increase in freight rates for 1864 was followed by another increase in 1865 despite a decreased number of sailings. By this year, hundreds of American square-riggers had been transferred to foreign flags, either by outright sale or as "flags of convenience;" in either case they were no longer eligible to engage in the intercoastal trade. The latter then as now was considered a coasting trade and strictly reserved for American ships.

The increase in the volume of cargoes after 1866 without corresponding increase in freight rates reflects partly an increase in shipbuilding (production of ships and barks, which declined to 60 in FY 1862, rose to an average of just over 100 per year for the next 5 years) but is probably

mostly due to the impact of the railroad construction. The increased tonnage was largely in low-freight items such as rails, spikes, car-wheels, and fish-plates, and since it was all being dispatched by a single shipper with tremendous resources there was none of the scramble for shipping space that would have accompanied the forwarding of such a volume of material by a number of competing, independent firms. On the contrary, from the very first the railroad managed to obtain the upper hand in dealing with the shipowners. Cleland's "History of California" tells how C.P.Huntington (vice president of the Central Pacific RR) bought 66,000 tons of rails in the East in 1866 and then euchered E.B. Sutton out of charters for 23 ships, which carried 45,000 tons of rails at a saving to the railroad of at least $10 a ton in freight.

The Central Pacific during this decade had not yet turned its attention to the Pacific Mail SS Co., which operated in close association with the Panama RR and Atlantic lines to provide a through freight, passenger, and mail service to and from the East. The following table shows the freight earned by steamers from Panama to San Francisco during the decade. (Some Central American cargo in small sailers and perhaps some goods shipped from Europe via the Isthmus are included, at least in some years; but we believe the freight on these items represented only a small fraction of the total.)

Year	Total freight $	Year	Total freight $
1860	503,020	1865	1,850,663
1861	909,940	1866	1,894,335
1862	1,055,594	1867	2,252,135
1863	2,116,241	1868	2,768,783
1864	2,238,646		

Freight rates averaged considerably more for the dry goods, boots and shoes, candles, oysters, lemons, butter, cheese, and tobacco that came by steamer than for the heavier, cheaper, and less perishable articles that went around Cape Horn in sail, and by 1866 steamers were collecting more freight at San Francisco from New York than were sailers. However, the total freight on sail shipments from all the Eastern ports was well ahead of the steam total, thanks to the arrivals from Boston, Baltimore, and Philadelphia; and of course the total sail cargoes were much greater in volume. Wright in "San Francisco's Ocean Trade" gives total sail cargoes for 1869 from the East as 273,600 tons, whereas the Pacific Mail probably hauled not than 60,000 tons in its best year (36 arrivals in a year averaging 1,500 tons of cargo each would be only 54,000 tons).

Sailings were increased from 2 to 3 per month in 1860, and beginning in 1865 the Pacific Mail operated steamers on the Atlantic in the New York-Aspinwall service, as well as on the Panama-San Francisco run. There was competition again on the Nicaragua route beginning in 1862, but it was only for passengers until November 1867 when the competing North American SS Co. began to run via Panama also. In February 1868 the North American gave up the Nicaragua run to concentrate on Panama, and in April the Pacific Mail stepped up its schedule to weekly. By November, the North American gave up, and in January 1869 the Pacific Mail went back to its 10-day schedule

During 1868, freight earned at San Francisco by the North American was $403,106, compared to $2,365,677 by the Pacific Mail.

The Isthmus steamers were responsible for a unique way of doing business in San Francisco. "Steamer day," the business day before the scheduled departure of the steamer for Panama, was for decades the day for settling debts. A unique short-credit system thus developed, which was maintained well into the 20th Century, long after daily overland mail service (and daily passenger service East for skipping debtors) had become available. The weekly sailings in 1868 were thus objected to, just as they had been in April, May, and June 1853.

The figures on eastbound cargo carried via the Isthmus are not easily available. Some high-value California produce began to be sent this way early in the 1860's. By 1863 it was reported that wool (in demand in the East for uniforms and blankets) was going partly by steam, "the saving in time and interest ample inducement to counterbalance extra freight and charges." Bullion, of course, was shipped almost exclusively by steamers. After the westbound steamer ARIEL was detained by Semmes in the ALABAMA off Cabo Maysi in December 1862, there was concern over the possibility that an eastbound shipment might fall into Confederate hands, and from early 1863 until January 1865 most of the treasure was carried from Aspinwall to Liverpool by the Royal Mail Steam Packet vessels and thence to New York by Cunard.

Wells, Fargo & Co.of San Francisco, who handled much of the specie shipments to the East, also operated a westbound express service via the Pacific Mail steamers, issuing their own bills of lading. In Septem-

ber 1866, Wells, Fargo & Co. became sole freight agents for the Pacific Mail, a change generally accepted in San Francisco as an improvement, and, as the table on p. 75 indicates, business improved. In 1867 the line carried 27,819 tons of freight to San Francisco, with a total value of $11,289,044. The estimated 240,000 tons of merchandise imported from the East in sail was valued at $17,198,204.

In Fiscal 1869, which ended just 40 days after the Central Pacific RR was completed, the Pacific Mail carried $4,045,035 worth of cargo East. Imports during calendar 1869 were valued at $37,181,209 by the overland and isthmus routes combined, and only $13,984,201 worth came via Cape Horn in sail. Thus in 1867, westbound steamer cargoes were worth $405 a ton, while sail cargoes were valued at only $71 in 1867 and dropped to $51 in 1869.

There are good figures on total eastbound cargoes during the decade. In 1858, California produce to the value of $1,328,884 went East; in 1859 the value was $1,315,562 in 14 cargoes. The following table gives data for the following decade, with quantities of some of the main commodities:

	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869
Total value, $1000's	2,382	1,974	3,452	4,310	5,243	5,807	5,635	6,715	8,618	5,658
Number of sailings	19	18	22	15	17	23	35	43	49	19
Total tonnage, 1000's	26.25	25.11	24.54	16.89	19.71	25.19	34.37	41.15	54.38	24.71
Hides, 1000's (to N.Y.)	200	181	274	239	238*	230	140	90	74	109
(to Boston)			48	74	97*	100	28			
Total wool, 1000 lb.	2,980	3,411	4,776	5,182	5,916	6,550	4,662	7,058	13,226	13,748
(to Boston in sail)	--	308	2,002	1,949	608	998	607	295**	49	10
(to N.Y. in steam)			?	2,116	?	3,859	2,866	?	11,241	11,030
Flour, 1000 bbl	--	--	--	--	--	--	3½	248	136	23
Wheat, 1000 sacks(N.Y.)	204	18	--	--	--	--	284	551	957	136
(to other ports)	--	--	--	--	--	--	80	135	122	--
Barley, 1000 sacks	15.8	200	10.6	6.1	4.8	42.2	31.2	18.5	70.6	180.6
Quicksilver, flasks	400	625	2,615	124	1,498	6,320	3,800	2,900	4,500	1,500

*2,700 hides to New Bedford in 1864. **25,000 lb wool to Philadelphia in 1867
A sack of wheat or barley is 100-lb; a flask of quicksilver 75 lb net, 90½ gross.

Virtually all the flour and barley went to New York, but in the late '60's considerable wheat was shipped to Philadelphia and Hampton Roads. A small direct trade was also carried on with New Bedford, with whale oil and bone east and whalemen's supplies west.

Information on intercoastal freight rates is not as available from the 1860's as it was from Gold Rush times, when variations in clipper rates were front-page news. If we can neglect the change in tonnage laws of 1864 and assume that the factor of 170% of the register tonnage applied throughout the decade, then dividing 1.7 into the right-hand column of the table on p.74 will yield average freight rates for the year. This computation gives $11 per ton or 27½ a foot for 1860, $12.50 or 31¢ for 1861, $11.70 or 29¢ for 1862, and 36¢ or $14.50 for 1863. In August 1864 the bark PARSEE was getting 60¢; the year's average is 47¢ or $18.75. The "Alta" for Jan.1866 notes that clipper rates fell from 55¢ to 30¢ in 1865; the average comes out as $22 or 55¢ for the year. In 1866 the average is $16.75 or 42¢, and the C.P. RR deal already described brought the 1867 average down to $11.60 or 29¢, with the DAVID CROCKETT in Sutton's Line getting 35¢ a foot or 1¢ a pound and a smaller vessel accepting 7/8¢ for steel plate. In 1868 the COLDSTREAM got 40@45¢, 1¼¢ per lb, and $1 for a keg of nails; the average is 36¢, which is also the average for 1869, although there was a considerable drop at the end of the year, which tended to shift the better class of goods to the Isthmus and later to the railroad.

Steam freights seem to have been uniformly 4¢ per lb or $1.65 per foot westbound throughout most of the decade, with Wells, Fargo getting 6¢ and $1.80 for their express service, even when the bill of lading was endorsed as by "slow" steamer.

Eastbound freights were probably somewhat lower, in view of the lower offerings, but the only information we have is that in 1867 the Pacific Mail quoted a through rate from China to New York which included $1.20 per foot as the intercoastal share.

In 1869, the Pacific Mail was quoting $40 per ton eastbound for rags and $20 for lead. Quicksilver was $1.75 per 100 lb and hides $2.00. Wine was 12½¢ per gallon and wool $30 per ton. (to be continued)

THE LAST VOYAGERS IN SAIL IV.

by James R. Mills

HUTTON, W.M., "Cape Horn Passage," 157 pp.; ill. Blackie & Son, London, 1934.

This is another of the rash of literary efforts to come out of the 1934 grain race. The ship is the Erikson four-masted bark VIKING, from Port Victoria to Falmouth in 138 days. The author looked over L'AVENIR and WINTERHUDE in Port Germain before he went up to take passage in VIKING. It seems a pity he did not go in one of those two, as it would have been interesting to compare his account with "White Sails Crowding," or "Alow and Aloft."

The author must surely have been the only chief engineer carried by one of the Finn sailers. He had served in steamers in that capacity and so signed VIKING's articles. Although he had spent a short time in GARTHPOOL he did not seem to have much knowledge of sail. His book would be better in the minds of most readers were in not for the fact that Commander Hutlin was writing his viewpoint as a passenger in L'AVENIR at the same time and comparisons are unavoidable.

Mr. Hutton is neither such a good observer nor as good a listener. He is more occupied with trivia, too, lucky numbers, and efforts to be too clever. His characterization of the Captain, Ivar Hagerstrand, though occasionally peevish, is a high point. His impatience with Captain Hagerstrand's attempts to get a little honest labor out of him for a few minutes at a time is amusing, although serious indeed to the chief engineer.

This is really too short, being much the shortest of the Cape Horn books. Mr. Hutton had a different way of looking at sailing ship life from anyone else who wrote of it. He seemed to be more the common man that the others of this century, most of whom were quite extraordinary.

THESLEFF, Holger, "Farewell Windjammer," 236 pp.; ill. Thames & Hudson, N.Y., 1951.

This is nothing if not a novel book. The author sailed in PASSAT to Australia and home in 1949, her last voyage under the flags of Finland and Erikson, as a first-voyage apprentice out and as third mate homeward. The ship was 102 days on the way from Port Talbot to Port Victoria: surely the shortest period of training ever received by any mate of any four-masted bark in the history of the world's merchant marines. The outward passage was uneventful in the extreme. There was practically no sail handling through the length of the Atlantic, and the ship was not tacked until in Australian waters, when the soon-to-be third mate had to ask another boy what it was all about.

The run home to Queenstown took 110 days and PASSAT was winner of the last "grain race." Her adversary, PAMIR, was very foul and took 127 days. It is surprising that PASSAT was no longer considering the state she was in. In the Tasman Sea her main upper topgallant yard crumpled near the starboard yard arm. There could not have been a great deal of strain on it in comparison with what the lower and topsail yards would have to stand, and Captain Hagerstrand must have been a thoroughly worried man. The hands were inexperienced, inept, and unfitted to the life. There were those who refused to go aloft. Some kept their night watches in the galley. Few seemed to be of much use in the rigging. Seamanship was unknown to them. They were at home in philosophical discussions and in lamentations concerning the frequency with which Bach's "Toccata and Fugue" is heard.

The weakness of this book is probably more obvious than severe. This long-haired mate of a long-haired crew is very much the sophomore in literary styling as well as reflections. This is not a book about seamen or seafaring life, as Alan Villiers points out in the preface. The translator did well in creating effective sentences but he does not beat many good paragraphs together. The result is that it is a hard story to read at any length. The fault is no doubt partly Mr. Thesleff's as well.

This is a thoroughly accurate, if rather unsympathetic, account. It stands as a monument to that fine old veteran, Captain Ivar Hagerstrand, who did a magnificent job with ship and crew, and who is all but unmentioned.

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THE NAVY'S NEW FLAG

The old seal of the Navy Department has been redesigned and used as the basis for a flag for the Navy, which hitherto has carried an unimaginative fouled anchor on a diamond as its standard in parades and such festivities.

The seal, as adopted in 1798, had an anchor, a spread eagle, and a full-rigged ship. The text of the Executive Order of 23 Oct.1957 which established the present seal, is worth quoting at some length, as it is a good example of contemporary Pen-

tagon heraldry. Footnotes are ours.

"...the design...is described in heraldic terms[1] as follows:

"On a circular background of fair sky and moderate sea with land in sinister base, a three-masted square-rigged ship[2] under way before a fair breeze with after topsail furled[3], commission pennant atop the foremast, National Ensign atop the main, and the commodore's flag[4] atop the mizzen[5]. In front of the ship a Luce-type anchor[6] inclined slightly bendwise[7] with the crown resting on the land and, in fron of the shank and in back of the dexter fluke, an American bald eagle rising to sinister regarding to dexter, one foot[8] on the ground, the other resting on the anchor near the shank; all in proper colors[9]. The whole within a blue annulet bearing the inscription 'DEPARTMENT OF THE NAVY' at the top[10]...etc."

1. A seal cannot be described in heraldic terms. A coat of arms (which can be so described) can be incorporated into a seal, but the horse has to come before the cart.

2. There are lots of varieties of full-rigged ships, and a qualifying date, such as "of the period 1795-1800" should have been added.

3. By "after topsail" is meant mizzen topgallantsail. There is no heraldic precedent for misnaming sails.

4. The U.S.Navy has used various flags to denote the rank or post of commodore, but usually a broad pennant (not a flag) has been the distinguishing mark. A commission pennant should not be carried at the same time as a broad pennant; but the mistake was made on the 1798 seal.

5. "Atop the mizzen" etc. would be both clearer and more seamanlike as "at the mizzen truck" etc.

6. There is no such thing as a Luce-type anchor. There were several editions of Luce's "Seamanship" (which must be what the authors had in mind), which pictured numerous kinds of anchor. What is obviously intended is "a wooden-stocked anchor of the same period as the ship."

7. The original showed the ship heeled slightly to port with a fair breeze. In the modern push-button navy, it is impossible to conceive of a ship as anything but dead vertical, so the anchor, which used to be vertical, is now cocked to the left.

8. An eagle's claw ought to be called a talon in heraldic language.

9. "all proper" is better heraldic terminology.

10. This is the main change on the seal, which used to read "NAVY DEPARTMENT."

The Navy's flag was established by Executive Order of 24 April 1959. It is dark blue, with yellow fringe. In the center is the "inner pictorial portion of the seal of the Department, in its proper colors within a circular yellow rope edging," and below is a yellow scroll inscribed UNITED STATES NAVY in dark blue letters. The overall dimensions are 4'4" x 5'6".

Unfortunately, according to the flag design that has been released, somebody has left out the land in the foreground. The anchor is now mysteriously suspended in midair, and the poor old eagle, in addition to being cocked bendwise through no fault of his own is now depicted as clawing frantically for better support with his dexter talon.

We hope someone will take sympathy on this poor bird, remembering that he is nearly extinct south of Canada, and do the right thing by him.

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SAILING SHIP NEWS

ANA MARIA, Port.3m.Sch.(built Dundee 1873 as ARGUS). 8 Sept.abandoned 200 mi SE of Cape Race. Crew rescued by a Spanish trawler.

ERNESTINA, Port.aux.sch. 27 Sept.arr Providence, R.I., 39 d from Cape Verde Is. No passengers; cargo of tapioca, tobacco, beans, and corn.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.T/S sch.(Naval training ship). 5 May 1958 arr Norfolk. Prince Juan Carlos de Bourbon among her 71 cadets. 27 April had been spoken by SS ANCON 350 mi E of Jacksonville, Fla.

LABRADOR, Port.aux.3m.sch.(built Korsør 1919 as SKJOLD). 26 Aug.abandoned on fire off Cape Race; crew picked up.

LEVIN J. MARVEL, 3m.sch. Sunk in hurricane in Chesapeake Bay 14 Aug.1955. Owner sued June 1958 in Federal Court at Baltimore for $169 cost of maintaining buoys at the wreck for 7 months.

OTAGO, hulk; ex bark built 1869 at Glasgow. Was Joseph Conrad's first command in 1888; hulked at Hobart, Tas., 1912; had been idle for 20 years or so. Nov. 1957 being scrapped at Hobart.

SEDOV, Russ. aux.4m.tr.bk. Was at Dakar 3 to 5 April on a 3-month IGY cruise; returned to Kaliningrad in early June.

SANTA IZABEL, Port.aux.3m.sch (built at Aveiro in 1929 and engined 1932). Oct. foundered near Azores.

BOOK REVIEWS

TROTT, Harlan, "The schooner that came home," xiv, 117 pp.; 52 ill.; index. Cornell Maritime Press, Cambridge, Md. $3.50.

The three-masted baldheaded schooner C.A.THAYER, built on Humboldt Bay by H.D. Bendixsen in 1895, was sailed from Puget Sound to San Francisco in September 1957 to be preserved by the State of California as part of a maritime museum. This book, by a San Francisco newspaperman with a long nautical background, who was a member of the volunteer crew on that historic trip, is both a history of the schooner and a first-hand account of the voyage.

Drawing on the historical material collected by the San Francisco Maritime Museum (whose Director, Karl Kortum, another veteran seaman, took the photographs of the voyage that illustrate the book), Mr. Trott has included fascinating glimpses of the schooner's long history and of many individuals that were associated with her.

LINK, Edwin A. and Marion C., "A new theory on Columbus's voyage through the Bahamas," v, 45 pp.; 10 ill.; chart. Smithsonian Misc.Coll.v.135, no.4; Washington, 1958. (Smithsonian Pub.4306).

Renewed American interest in the problem of Columbus' landfall was engendered in 1954 by the publication of Captain Verhoog's theory concerning Caicos in the U.S.Naval Institute Proceedings (see also American Neptune for April 1959). The Links, who (like Professor Morison) have resailed Columbus' courses, agree on Caicos as the first landfall but disagree as to the subsequent route to Cuba. Since Captain Verhoog chose Caicos by retracing the subsequent route in reverse order, the work of the Links can hardly be said to confirm his theory.

The plain fact of the matter is that the problem is indeterminate if it is to based only on the surviving writings of Columbus and his associates. The original manuscript logs have not survived, and the printed versions suffer both from typographical errors and from the ambiguities of conventional Spanish style of the period. A further difficulty is the use of both the mile and the league (4 miles) in expressing distances, and the fact that the Spanish words for east and west are very close in spelling. Choosing a landfall thus becomes a game of deciding where to accept the texts as printed and where to substitute "mile" for "league" or "east" for "west."

Identification of topography from description is a notoriously unrewarding pastime. Any student of the Vineland question can readily supply stretches of coast as far apart as New Jersey and Labrador that agree with the saga descriptions, and the Bahamas are no better in this respect. The famous beach rock, broken into natural cubes, upon which Professor Morison sets so much store in his identification of Watling, is found all over the Bahamas according to surveyors and geologists with which we have discussed the matter. (It is significant that Columbus noted two such formations.) Professor Morison has also made much of a single run along shore, where the distance as recorded by Columbus agrees with a guess as to the length of his mile; however, as every seaman knows, currents greatly affect the speed-distance problem and a single observation of this nature is not reliable. Trial trips are always run in both directions over a measured mile course.

It is unlikely that any new manuscript material will come to light to assist in the landfall problem; however useful research can still be accomplished in two related areas. One is the examination of the later cartographic history of the Bahamas, when some of the islands were revisited by men who sailed with Columbus. The other is a study of the Indian names of the islands (faithfully recorded by Columbus). This second approach is most likely to provide new clues as to the identity of Guanahani and its neighbors.

STICK, David, "The Outer Banks of North Carolina," xvi, 352 pp.; 4 maps; index. Univ.of North Carolina Press, Chapel Hill, 1958. $6.00.

This is a well-balanced, excellently written guide to the history and present state of development of the narrow sandspit that lies between the coastal sounds of North Carolina and the open Atlantic. The author, in "Graveyard of the Atlantic," has already told of the numerous shipwrecks in the area, and this book covers all the other aspects of the region, which is rapidly being developed into one of the major summer playgrounds of the Middle Atlantic Coast.

The book is illustrated with pen sketches by Frank Stick, but unfortunately lacks any photographs.

RIESENBERG, Felix, Jr., "The story of the Naval Academy," xiv, 176 pp.; 21 ill.; index. Random House, N.Y., 1958. $1.95.

Intended for boys of high school age, this is a quick resume of the history and present status of the U.S.Naval Academy at Annapolis. The author is not a graduate himself, but he has a brother who is. Pen drawings by William M.Hutchinson supplement the photographs.

BERGENS SJØFARTSMUSEUM, Årshefte 1957, 36 pp.

The chief article in this issue of the yearbook reprints two early Bergen ship lists, one of 1692-98 and the other of 1734.

PHILLIPS-BIRT, D., "The naval architecture of small craft," xvi, 351 pp.; 167 figs.; index. Philosophical Library, N.Y., 1957. $15.00.

Although this work is primarily intended to provide an understanding of the basic principles involved in the design of modern small craft, much of the fundamental theory applies also to small craft of the past and to contemporary vessels of all sizes. Except for a short chapter on materials (completely up to date with plastics and light metals) it is concerned with the shapes of boats rather than how they are put together.

There is a chapter on sail, which will repay careful study by anyone interested in getting into the argument concerning the speed of clipper ships. Another chapter discusses the combination of sail and power.

The author is a recognized authority in his field and writes clearly and authoritatively. This book is highly recommended as a source of information.

TYLER, David B., "The American Clyde; a history of iron and steel shipbuilding on the Delaware from 1840 to World War I," xi, 132 pp.; notes. Univ. of Delaware Press, 1958. $5.00.

The Delaware iron shipbuilders mostly started as boilermakers or car builders, only the Cramp firm succeeding in making the conversion from wood shipbuilding to iron. Although a great many other areas in America, including Maine, Virginia, the Gulf, and the Pacific Coast, can show a long history of steel shipbuilding, the Delaware has managed to keep national leadership in the industry. Professor Tyler has written a well-balanced account of the development and progress of the industry, with attention given to the fortunes of each of the significant shipyards in the region.

COLES, Adlard, and D.Philips-Birt, "Sailing yachts; types and classes."
FISHER, John, "Sailing dinghies," index.
FISHER, John, "Starting to sail." 64 pp.; ill. John de Graff, Inc., N.Y., 1958. Each, $1.25.

These three handy little volumes are the first of the Bosun Books, "produced to meet the demand for authoritative and accurate handbooks on all aspects of sailing." This they do quite well. The language is British, but the subject matter is truly international.

"Merchant vessels of the United States, 1958 (including yachts)," v, 1019 pp. Same, 1959; v, 1045 pp. Government Ptg. Office, Washington, 1958, 1959; $6.25 ea.

This publication is now current (and in fact is coming out more often than LOG CHIPS). The growth in size seems to be due chiefly to increases in numbers of barges and industrial structures.

"Merchant ships: world built; vessels of 1000 tons gross and over completed in 1957 with Part II for ships of under 1000 tons gross," 268 pp.; ill. John de Graff Inc., N.Y., 1958. $7.00.

This handy series has now reached its sixth volume. There is a complete alphabetical register of the ships over 1,000 tons, many of which are illustrated.

LUBBOCK, Basil, "The romance of the clipper ships (selected from 'Sail')," 160 pp.; 6 color ill.by Frank Mason; index. Macmillan Co., N.Y., new ed.1958. $3.95.

The publishers have selected biographies of some 40 of the best-known ships from the three volumes of "Sail," and have illustrated them with six new paintings. A much better idea would have been to provide black and white reproductions from actual photographs of all 40.

RIESENBERG, Felix, Jr., "The vanishing steamer," 224 pp. Westminster Press, Philadelphia, 1958. $2.95.

Another book for boys of high-school age, this is a rip-snorting yarn of adventure and intrigue in Gulf of Mexico water The hero is a lad about to enter the Naval Academy, and he helps capture a gang of subversives.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1875

Cole Brothers, Willington Quay, Newcastle-on-Tyne

LUCY COMPTON	I Bktn	345	Charles Tully & Co., Newcastle.
PECKHAM	I Bktn	341	Charles Tully & Co., Newcastle. Lost 27 Jan.1881.

Palmer's Shipbuilding & Iron Co.Lim., Newcastle.

HURUNUI	I Ship	1054	New Zealand Shipping Co,Lim., London.
1895 HERMES			Robert Mattson, Mariehamn. Torpedoed 4 May 1914.
ORARI	I Ship	1054	New Zealand Shipping Co.Lim., London. Scrapped 1910.
OTAKI	I Ship	1053	New Zealand Shipping Co,Lim., London.
1892 DR. SIEGERT			F. Henschen & Co., Bremen. Wrecked 1895.
WAIPA	I Ship	1057	New Zealand Shipping Co,Lim., London.
1895 MUNTER			Br. Bjørnstad, Sarpsborg, Norway. Missing 1911.
WAIROA	I Ship	1057	New Zealand Shipping Co.Lim., London.
1895 WINNIPEG			C.Zernichow & O.Gotaas, Kristiania. Missing 1907.

Wigham Richardson & Co., Neptune Works, Low Walker, Newcastle

ADELAIDE	I Bark	712	John Brunton & Co., North Shields. Missing 1884.

S.P.Austin & Hunter, Sunderland

EMILY CHAPLIN	I Bark	777	Moran & Sanderson, Hull. Wrecked Oct.1892.
LOMBARDIAN	I Bark	760	John Tweddell Jr., Stockton.
1891 VILLE DE REDON			E. Mabon, Nantes. Missing Feb.1895, Fecamp-Cardiff.

Bartram, Haswell & Co., South Dock, Sunderland.

CASTLE HOLME	I Ship	1042	Hine Bros., Maryport.
1908 ESTER			Anton H. Mysen, Fredrikstad
1916 TERNEN			Sejlsk. Red. Volante (V.Müller), Copenhagen
1922 TÄRNAN			E. Forsberg, Karlskrona. Wrecked 18 Dec.1924.
CLAN CAMPBELL	I Bark	749	Thomas Dunlop & Sons, Glasgow. Wrecked 17 Jan.1881.
EDEN HOLME	I Bark	818	Hine Bros., Maryport. Wrecked 1907, Bass St.
MYRTLE HOLME	I Ship	945	Hine Bros., Maryport.
1906 GLINT			Joh. Klöcker, Arendal. Sunk by U-Boat 4 Sept.1915.

J. Blumer & Co., Sunderland

SCOTTISH CHIEF	I Bark	682	D. Park, Sunderland. Ended as barge, Italian flag; broken up 1923.

John Crown, Sunderland.

EUPHONY	W Bark	377	Captain John Ditchburn, London. Foundered Dec.1886.
IFAFA	W Bark	384	J.T.Rennie, Aberdeen.
1889 UNION			Larcheveque, St.Valery. Lost 19 Nov.1893.
PENSHAW	W Bark	755	builder. Lost 19 Feb.1893, Philippines.

William Doxford & Sons, Sunderland.

ABBEY COWPER	I Bark	726	J.Hay & Co., Liverpool. Wrecked 4 Jan.1885.
AIKSHAW	I Bark	596	Edw.Wm.Tyson, Maryport. Wrecked 24 Dec.1891.
ANTOFAGASTA	I Bark	709	Tomlinson, Hodgetts & Co., Liverpool.
1897 ANNA			A. Jaccarino, Castellamare. Broken up Feb.1908.
DELSCEY	I Bark	704	Shalcross & Higham, Liverpool.
VIDONIA			Mentz, Decker & Co., Hamburg. Ashore 1907; scrapped.
JAMAICA	I Bark	718	R. Denniston & Co., Glasgow.
1908 CAROLINA			P. Vidal, Montevideo. Foundered 15 Feb.1915.
LILLIAN MORRIS	I Bark	806	Thomas Beynon, Newport, Mon.
PASQUALINO			G.Mazella, Naples. Hulked 1912.
1917 PAYSANDU (aux.3m.sch.)			Gonzalez y Sioli, Montevideo
1919 IBAIZBAL			Hernandez, Henderichaga & Co., Bilbao.
1924 MARIA LUIZA			J.Rodrigues Onegles, Las Palmas. Scrapped 1930, Italy.
MOUNTAINEER	I Ship	1537	G.N.Gardiner & Co., Liverpool. Burned Oct.1886.

James Gardner, Sunderland

ANN LESSLIE	W Sch	106	P.L.Smith, Lerwick
LIZZIE BARRY	W Bark	526	J.H.Barry, Whitby
1887 LUZ			Cia.Esplotadora de Lota y Coronel, Valparaiso.
MAID OF ALN	W Bark	518	W. Davison & Co., N.Shields. Foundered Sept.1886.

Gibbon & Son, South Hylton, Sunderland

BAYADERE	W Bark	212	A. Levive, Dunkerque
CAMPANERO	W Bktn	361	Foulds & Bone, Greenock.
GEORGE WATSON	W Bark	795	Geo. Watson, Sunderland. (See p.84)
GRANVILLE	W Bktn	341	J. Davies & Co., Swansea. Lost 5 June 1885.
KEZIAH P.	W Bktn	469	
1876 ANN CHADDOCK			R. Chaddock, Liverpool. Stranded Feb.1877.

Gulston, Sunderland

BELLE OF BENIN	I Bark	299	T. Harrison & Co., Liverpool. Lost Aug.1889, Opobo R.

James Laing, Sunderland

TORRENS	Comp.Ship	1335	A.L.Elder, London. Scrapped 1910, Genoa.

Mounsey & Foster, Sunderland

ALASTOR	I Bark	874	R.H.Penney, Shoreham.
1946 BOUNTY			(Floating restaurant, Ramsgate) Scrapped 1952.
ALPHETA	I Bark	869	R.H.Penney, Shoreham. Missing 1885, Pacific.
ANTARES	I Bark	873	R.H.Penney, Shoreham. Broken up, 1910.
BARBET CASTLE	I Ship	1649	L.H.McIntyre & Co., Liverpool. Lost May 1897.
KINGDOM OF SWEDEN	I Bk	830	Gosman & Smith, London. (See p.84)
OREGON	I Bark	843	Welch & Rollo, Dundee. Wrecked 18 Dec.1890.

Osbourne, Graham & Co., Hylton, Sunderland.

BRITANNIA	I Ship	1400	Hamilton Bros., Liverpool
LINA			C.M.Matzen, Hamburg. Missing Sept.1899, Santos-Talta
FIRST LANCASHIRE	I Ship	1405	W.H.Owen, Liverpool.
1900 ENDYMION			Robert Mattson, Mariehamn. Submarined April 1917.
THE FREDERICK	I Bark	836	J.N.Ward & Co., Fleetwood.
1897 BJARNE			Haakon Christensen, Larvik. Wrecked April 1908.
WOOLLAHRA	I Bark	974	Cowlishaw Bros., Sydney. Wrecked July 1907, New Zea.

T.R.Oswald & Co., Sunderland.

BANN	I Ship	1719	J. Nourse, London.
1903 HILDEGARD			O.D.Ahlers, Bremen. Hulked Port of Spain 1912.
BEECROFT	I Ship	1626	Hargrove, Ferguson & Jackson, Liverpool. Scrapped 1913.
BOWDON	I Ship	1624	Hargrove, Ferguson & Jackson, Liverpool. Wrecked 1893.
CHAMPION	I Ship	1487	H.Fernie & Sons, Liverpool. Wrecked 20 Dec.1903.
HOSPODAR	I Ship	1625	Hargrove, Ferguson & Jackson, Liverpool.
1901 CAVALIERE MICHELE RUSSO			Flli.Russo fu M., Castellamare. Wrecked Sept.1902.
PHILOMENE	I Ship	1465	H. Fernie & Sons, Liverpool.
1906 SAN ANTONIO			P. Molina, Barcelona. Wrecked Sept.1909, Habana.
SIERRA MORENA	I Ship	1423	Thompson, Anderson & Co., Liverpool.
1897 MARY AUGUSTA			C.M.Boden, Nordmaling. Lost French coast, 1898/9.

William Pickersgill, Sunderland.

AJECA	W Bktn	317	A.& A.W.Suter, London
CATHERINE GRIFFITH	W Bktn	337	G.Griffith, London.
GUIDING STAR	W Bark	322	W.Dodd, Liverpool.

W. Richardson, Sunderland

CARLOTTA	W bark	584	Beckwith & Co., Newcastle. Wrecked 5 Jan.1900.
ELLEN HOLT	W Bktn	321	Lancashire Shipping Co.(Lim.), Liverpool.
1896 ELISABETH			Chr. Simoni, Aalborg. Sunk in collision Sept.1896.

W. Richardson, Sunderland (continued).

RUTH TOPPING	W Bktn	332	Lancashire Shipping Co.(Lim.), Liverpool.
1892 RUTH WALDRON			Spearing & Waldron, London.
1897 JASPER			J. Walsh & Co., Wexford.
1907 ITALA			G.Bertomino fu A., Genoa
1908 CATERINA BARBARO			Guglielmo & Barbaro, Palermo. Broken up 1936/37.

Short Brothers, Pallion, Sunderland

HESPERIDES	I Ship	1401	J.Patton, Jr.& Co., London.
1904 SAMUEL HANSEN			Henr. Hansen, Lillesand. Wrecked 31 Dec.1908.
W. H. WATSON	I Bark	533	W.H.Watson & Son, Sunderland.
1889 LOTTIE			N.N.Harbye, Nordby Fanø. 18 Feb.1896 lost, Altata, Mex.

Richard Thompson, Sunderland.

FYLDE	W Bktn	379	Fylde Shipping Co.(Lim.), Fleetwood.
WAITEMATA			D.B.Cruickshank, Auckland. Sunk in collision 1898.
SPINAWAY	W Bark	346	J.& W.Bateman, Fremantle. Wrecked June 1900.
ZULU CHIEF	W Bark	405	J.Thomson & Co., London. Foundered 25 Nov.1886.

Robert Thompson Jr., Southwick, Sunderland.

ETHEL	I Bark	515	J.Russell, Cork.
1895 ALMA			A.Meling, Stavanger. Wrecked Malden I., 1 Feb.1906.
SINDBAD	I Bark	639	Swansea Shipping Co., Swansea.
1901 MELEDA M.			E.Moglia fu P., Genoa
1910 MELORIA			Flli.Bozano, Genoa.
1915 PALMERINO			P.Loffredo, Torre del Greco. Broken up July 1934.

William Gray & Co., West Hartlepool.

GEORGINA	I Bark	660	J. Bowen, Swansea. Wrecked 21 Aug.1889, English Bnk.
JESSIE	I Bark	647	J. Bowen, Swansea.
KATE HELENA	I Bark	665	J. Bowen, Swansea. Abandoned 7 Nov.1879.
WILLIAM BOWEN	I Bktn	379	Wm.Bowen, Llanelly. Missing August 1880.

Richardson, Duck & Co., South Stockton-on-Tees

ABERAMAN	I Ship	1126	E.H.Capper & Co., Cardiff. Missing 1883.
ABERCARNE	I Ship	1121	E.H.Capper & Co., Cardiff.
1896 OCEANO			Glama & Puls, Oporto.
ALDBOROUGH	I Ship	1472	British & Eastern Shipping Co.Lim., Liverpool.
ANNIE ELMER			N.Sichirich, Orebec, Austria. Dismantled 1907.
SIERRA MADRONA	I Ship	1484	Thompson, Anderson & Co., Liverpool. Missing 1894.

Raylton Dixon & Co., Middlesbro'-on-Tees

LANGLAND	I Bark	670	W.H.Tucker, Swansea.
1901 MARIA MADRE			Flli. Balestrino, Genoa
1943 CLARA Y (motor vessel)			Naviera Olimar SA, Montevideo. Wrecked June 1957.

Humphrey & Pearson, Hull.

NORTH WALES	I Ship	1157	Hugh Roberts, London. Lost 16 Jan.1881.

H. Fellows & Son, Southtown, Great Yarmouth

PONDA CHIEF	W Bark	413	Jas.Thompson & Co., London. Wrecked 3 March 1878.

R.& H.Green, Blackwall, London.

MELBOURNE	I Ship	1965	builders
1888 MACQUARIE			Devitt & Moore, London.
1904 FORTUNA			Johan Bryde, Sandefjord. Hulk 1909, Sydney; scrpd.'53.

Salisbury, London.

SINQUASI	W Bark	447	Bullard, King & Co., London.
1889 DUQUESNE			E.Mousquet, Dieppe. Broken up, 1909.

Dyason, Whitstable

GRATITUDE	W Bktn	323	F.W.Fairbrass, Rochester.

J.& W.B.Harvey, Clymping, Littlehampton.

HEBE	W Bktn	243	Bisson & Co., Falmouth. Hulked 1925.
LIONESS	W Bark	524	G.& J.Robinson, Littlehampton.

Philip & Son, Dartmouth.

CHITTOOR	W Bktn	227	W.H.Punchard & Co., Dartmouth. Hulked c.1908, N.Z.
RIPPLE	W Sch	172	J. Putt & Co., Brixham.
ESPERANCA			F.Rodrigues & Co., Lisbon
SENHORA DA CONCEICAO			Funchal

W. Date, Kingsbridge, Devon.

ARGOSY	W Bktn	279	Friend & Co., Salcombe. Lost Dec.1880, Brazil Coast.

Marshall, Plymouth

SUMMER MORN	W Bktn	319	Marshall & Short, Plymouth.
TAMETOMO MARU			Ukai Gonzoyemon, Osaka
THAMES	W Sch	177	South Devon Shipping Co., Plymouth.

S. Moss, Par, Cornwall

ADA PEARD	W Bktn	256	N.Hocken, Fowey. Abandoned at sea 10 Dec.1918.

H.S.Trethowan's Little Falmouth Dockyard, Falmouth.

SEA BIRD	W Sch	123	H.S.Trethowan, London.
SOTERIA	W Bark	622	Balkwill & Co., Salcombe. Abandoned 30 May 1888.

A. Cook, Appledore.

OCEAN RANGER	W Bktn	281	J.H.Hocken, Fowey. Hulked 1901.

John Johnson, Bideford, Devon.

MAY CORY	W Bktn	174	J.S.James, Plymouth.
RHODA	W Bark	265	John Johnson & Co., Salcombe.

W. Westacott, Barnstaple

BLANCHE	W 3mSch	213	Preston Shipping Co., Preston
FANNY	W Bktn	218	Preston Shipping Co., Preston. Foundered Feb.1916.
LORD TREDEGAR	W Bktn	268	T.R.Rees & Co., Newport. Wrecked 10 March 1887.
MARGARET ANNIE	W Sch	99	Vine & Co., Bideford. Missing, 1876 or 1877.

Pembroke Dock Cooperative SB Co., Pembroke

R. H. JONES	W Bark	774	Jones Bros.& Co., Newport.

I. Evans, Aberystwith

LADY PRYSE	W Bktn	300	T.Jones & Co., Aberystwith. Stranded 6 Nov.1880.

Ebenezer Roberts, Portmadoc

W. W. LLOYD	W Brig	261	Lloyd & Co., Portmadoc. Lost 1900, W.Indies.

Bowdler, Chaffer & Co., Seacombe, Liverpool

CROSS HILL	I Ship	1069	Hayton & Simpson, Liverpool. Missing 1885.

Croft, Liverpool.

WILD WAVE	W Bark	251	Fisher & Facey, Hobart Town. Wrecked June 1923.

(to be continued)

ADDENDA TO PAGE 82:
GEORGE WATSON became JOSEPHINE of Oporto and foundered in November 1915.

KINGDOM OF SWEDEN was renamed INDEPENDANT in 1892 by G.Sautereau, Havre, and TERESINELLA in 1901 by G.Esposito, Castellamare; she was wrecked 11 Feb.1911.

THE PERIODICAL PUBLICATION LOG CHIPS OF RECENT MARITIME HISTORY

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SCHOONER SALLIE C. MARVIL SALVAGES SCHOONER FLORENCE SHAY

by Capt. HAROLD G. FOSS, Hancock, Me.

In 1908, I was master of the medium-sized (568-ton) four-masted schooner SALLIE C. MARVIL of New York. This was a very trim, sturdy, well-built sailing vessel. She had been built at Sharptown, Md., seven years before, and I had been master of her for two years. In fact I had a very tender spot in my heart for the SALLIE C. MARVIL. She was easy to handle, a smart sailer, and a good sea boat.

People generally call a shipmaster Captain, but on all documents he is called master, and he is always endorsed as such on the ship's register.

The masters of vessels such as the SALLIE C. MARVIL were not paid wages. They sailed the vessel on what was known as "square halves" and owned an interest in her. The master received one half of the net freight money and out of that paid the crew's wages and for the food or provisions. The balance was for the master.

If the vessel made a quick and profitable voyage, then the master did very well for himself. Besides myself the MARVIL had about a dozen other owners, each owning so many 64ths; in other words, 1/64th was one share. The principal and managing owners were A.H. Bull & Co. of New York. They received 5% commission on all gross freight money, kept the ship's books, made all charters, paid all bills including one-half net freight to the master, and then divided the balance among the various other owners.

In October 1908 we sailed from Mobile, Alabama, with a full cargo of hewn timber toward Boston, Massachusetts, and we had a good run up to Cape Hatteras, N.C. The wind was SE and raining hard. The barometer started to go down, down, down. I knew that the wind would soon NW, butt end foremost, and that we were in for a heavy gale, probably with force 10, and I was not mistaken. Before nightfall we had furled the topsails, jibs, and spanker (the aft sail on a schooner). We reefed the foresail, mainsail, and mizzen-sail. I believed that under this sail the MARVIL would easily weather most any storm.

That night we kept the MARVIL going across the Gulf Stream close-hauled on the port tack. The wind was blowing hurricane force NW and with mountainous seas running. I did not leave the quarter-deck that night but stayed close to the wheel and kept watch on how the vessel was taking it. I knew that if conditions got worse and the vessel was shipping any dangerous seas, then we could take in the foresail and the ship would be "hove to," that is, making no headway, and would be perfectly safe.

At 4:00 AM, when watches were changed, and thinking that we were getting too far offshore, we wore ship and headed in toward America. The vessel would head about W, and with the Gulf Stream on the lee bow the ship was doing all right. The vapor was flying by our masts in sheets, and at times visibility was difficult.

At 7:00 AM the man at the wheel shouts, "Captain, see that ship there?" I looked up to windward, over those seas, through the clouds of vapor, and there was a three-masted schooner coming down toward us with a part of the foresail set. I grabbed the binoculars, and the first thing I saw was the American flag in her mizzen rigging, union down. I also noticed that she was steering very badly. Obviously this vessel was in trouble and wanted assistance.

I told the 2d Mate to call all hands for an emergency and for the Donkeyman to raise steam in the donkey boiler. The schooner passed close by our stern. I read the name on her bow, FLORENCE SHAY, and the Captain, using a megaphone, shouted, "Take us off; we are sinking!" I saw that the lifeboat had been lost; the sails were in shreds, all except the foresail, which was thrashing around; and the vessel running dead before the wind and sea.

The seas were washing over the decks so that they could not man the hand pumps, and it looked as though the SHAY could not remain afloat much longer. I swung the MARVIL off toward the SHAY and managed to keep quite close to her. Using a mega-

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LOG CHIPS is published by Dr. John Lyman at 7801 Gateway Blvd., Washington 28, D.C.
We wish our readers a very Merry Christmas and a Happy and Prosperous New Year.

phone I told the Captain to lower the foresail and that we would stay close by them. He replied that he was afraid that the SHAY would capsize if he took the sail in. I replied to lower the foresail or I would leave them. The crew immediately let the foresail halyards go by the run.

We had only one good large lifeboat, and I did not want to risk losing it in that heavy sea. I therefore told the Mate to get our hawser out, with at least three heaving lines ready, and that we would try to make fast to the SHAY. It was then after 8:00 and the barometer had started to rise. I knew that before night the weather would improve enough so that we could use our boat and rescue the crew. My plan was to get a towline to the SHAY and hold her up to the wind and sea until it moderated.

We had three heaving lines arranged alongside our rail and made fast to the hawser. I stood by with the helmsman, and we passed very close by the windward side of the SHAY. Luckily, we got the heaving line aboard, and they hauled in our hawser and made it fast. I then gave the MARVIL a full--that is, eased her off out of the wind--and started the tow. As the MARVIL bucked up over a large sea the hawser parted and we lost most of it.

I then told our Mate to get the lifeboat ready and that we would try to rescue the other crew. The Mate was a husky and powerful young man, from the Island (Prince Edward, of course); he did not seem to fear anything and had plenty of intestinal fortitude. He said that he would be glad to go in the boat and wished for a certain seaman to go with him. The seaman agreed to go along. Two men were sufficient for that job, and more would overcrowd the boat.

I put a 5-gallon can of wave oil in the boat, gave the Mate my loaded .44 revolver, and told him not to hesitate to use it if necessary to maintain order. I had the Mate lie down in the bow of the boat with his hands on the tackle block and the seaman in the stern likewise. I told them to unhook the very moment that the boat was water-borne. I gave the Mate clear instructions that after he was cast adrift, close by and right to windward of the SHAY, to go around her stern and get the painter aboard first, then to ask the Captain if he still wanted to abandon his ship. If so, then only to save the men and absolutely no baggage, and if anyone dumped anything into the boat to throw it overboard immediately.

I threw a punctured 5-gallon can of wave oil over the windward quarter, and it made a good slick; then we let the lifeboat go quickly. In a few minutes I saw the boat made fast to the SHAY.

As soon as I saw the boat leave the SHAY with the entire crew of 9 men, I eased the MARVIL off before the wind and ran down close by the SHAY's stern. Just as soon as we passed by, I then jammed the MARVIL up to the wind again, and she stopped right close by.

The boat came under our lee; we had two sets of pilot ladders ready for them, and they all hands climbed aboard of the MARVIL. The sea was too rough to hook our boat onto the davit tackle falls, and so we gave it a long painter and towed it astern, waiting for the sea to run down. Captain Gilbert of the SHAY handed me his sextant and says, "Here, Foss, take this as a present, because if ever I get my feet on dry land once more, then I will never go to sea again." All that he had saved was his sextant and the ship's papers.

I told him to keep his sextant, to come down below, have a good stiff drink of Bourbon, and that the cook had a good dinner ready for everybody. Then I showed him the spare room all tidy and ready and told him to take a nap after he had finished dinner. I watched the SHAY; she did not seem to be sinking very fast, yet I could not leave her there as she was an obstruction to navigation. We stayed close by, and at 4:00 PM the Mate came on deck to stand his watch.

I told him that the barometer was rising, the weather was improving, and then asked how he would like to take our crew, go back aboard the SHAY, pump her out, and then we would try to tow her into Norfolk, Virginia. I also told him that if we could do that, then we might make a young fortune. He replied that he would just love to do that.

We called our crew aft and asked for volunteers. Every man wanted to go. I told the mate to get the SHAY in some kind of order, pump her out, and that by the next morning I would have some kind of a hawser rigged so that we could tow her into port. The Mate wanted to leave me at least one seaman to assist me. I told him No, that I could handle the MARVIL with the cook and donkeyman. The Mate took a flareup light, and we agreed that every half hour I would show him one flare. If all right then to answer me with one flare. If things were bad or he was in danger, then to show me two flares. I would then jockey the MARVIL down to leeward, and they could come back aboard again.

All throughout the night he kept answer-

ing with only one flareup. I knew that they were all right and were pumping the SHAY.

As soon as my crew were safely aboard of the SHAY, I went up aloft with a hammer, cold chisel, and pliers. In less than an hour, I had dropped the six heavy wire topping lifts from the fore, main, and mizzen booms down on deck. With the cook and donkeyman assisting me, before daybreak we had these wire lifts all shackled together, making about 400 feet. Then we took good large rope, doubled it up, and fastened it to each end of the wire hawser. It will not do to make a wire hawser fast to a ship, and there we had to have the manila rope ends. This good hawser was all ready and strung along the deck.

At daylight I swung the MARVIL off and ran down close by the SHAY. The wind and sea had moderated during the night, and it was then fairly good weather. The Mate shouted to me that they had succeeded in pumping most all of the water out of the SHAY and that they could keep her free. I gave him a few instructions and told him my plans, then made a tack and came down very close to the SHAY.

It was not so easy to get the line aboard, but on the third try they got our heaving line and made the hawser fast around the foremast. I gave the MARVIL a good full, she started ahead, and with all sail set we headed for Cape Henry, Va. We could make about 4 knots, and before night we were in out of the Gulf Stream with the wind NE force 5.

Soon afterwards Captain Gilbert came up on deck. One of his seamen had our wheel, and as he looked at the SHAY coming behind us, he was a somewhat surprised man. At about noontime I saw a large passenger steamer coming toward us. It proved to be the German SS PRINZ EITEL FRIEDRICH with a load of passengers bound on a West Indian cruise. She came up on our weather quarter and stopped. The Captain, using a megaphone, asked me if he could render any assistance. I told him No and that we would keep on towing toward Hampton Roads. I then asked him to please send a radiogram to my owners, A.H.Bull & Co., N.Y., and give them that information. He replied that a telegram would go right away, wished me good luck, and hoped that we would make it. I have always regretted that I did not make a serious effort afterward to meet that good Captain and thank him for the kindness extended to me.

We sailed along toward Cape Henry. Captain Gilbert and his crew helped us quite a lot. At sundown that night, I figured that we were 73 miles away from Cape Henry. The barometer was slowly falling, and there was a greasy look in the sky. I knew that if another gale came up I might lose the SHAY and perhaps my crew and other things.

At 2:00 AM I saw a ship coming toward us. It proved to be the ocean-going tugboat WALTER A.LUCKENBACH. It seems that A.H.Bull & Co.had received the radiogram all right from the German steamship, but also that it was posted on the board of the New York Maritime Exchange and all of the marine fraternity knew about us. The LUCKENBACH had just arrived at Hampton Roads with a tow of empty barges, and the Agents sent her out to try and arrange to tow us or else the SHAY into port.

The tug came up close to our starboard quarter where I was standing, and after telling me who he was the Captain said, "Captain, your owners sent me out here to tow you into Hampton Roads, so stand by to take my hawser."

I replied, "Captain, you can go right back and tell my owners that I am not taking any orders from anybody. I am running this show all by myself." I also knew that Bull and Luckenbach were hardly on speaking terms, and therefore I doubted that Bull & Co. had engaged Luckenbach to do any towing. I was also thinking about those men whose lives depended upon my stubbornness.

After useless talking, I told the tugboat Captain that he could give us his hawser and tow both vessels into a safe anchorage in Hampton Roads and that I would give him one third of the salvage money for his entire pay. He would not agree to this and demanded that we leave the question of pay to arbitration afterwards. I would never agree to this, and he left us heading for Cape Henry, which was now about 30 miles away.

He went about a mile away, when he turned around and came back to us. He says, "Captain, have you changed your mind?"

I answered, "No, but probably you have, or else why did you come back?" He accepted my offer, and I called Captain Gilbert to witness the trade agreement. At 9 o'clock the same day we were safely anchored in Hampton Roads. My Mate and crew came back aboard of the MARVIL, tired out and weary. Capt.Gilbert and his crew returned to their vessel. I wanted a short nap, at least, since I had not even lain down for three

(Continued on page 92)

B O O K R E V I E W S

GOWLLAND, Gladys M.O., "Master of the Moving Sea," xvi, v, 304, xxviii, 15 pp.; 34 pl.; index. J.F.Colton & Co., Flagstaff, Arizona, 1959. Price, $10.00.

Captain P.J.R.Mathieson, whose autobiography this is, lived a full life. He was born aboard his father's bark in the Thames in 1871 and was killed driving his own auto in Vancouver, B.C., in 1954. In between he commanded a number of ships, married three wives (the book is not very clear about what became of the first two), and underwent numerous adventures. These he related in detail to a sister of his third wife, who has produced this big book about them, writing in the first person.

There is a wealth of maritime history in Captain Mathieson's voyagings. He was 2d mate of the ss KASBEK in 1897 when she towed in the T.F.OAKES, her crew down with scurvy; was master of the bark ANTIOPE in 1905 when she was captured by the Japanese in the Okhotsk Sea; commanded sailing vessels and auxiliary schooners in World War I; served in rum-runners and various other vessels after the War; retired to Sailors' Snug Harbor; and came out of retirement to command Liberty ships during World War II.

The book is well illustrated and has been provided with an appendix listing Captain Mathieson's voyages in detail.

***

HOLM-PETERSEN, F., and Kaj LUND, "Aerø-Sejlskibe," 335 pp.; ill. Skandinavisk Bogforlag, 1958.

The main part of this book is a series of brief histories, alphabetically arranged, of the seagoing sailing vessels owned in Aerø (which includes Marstal) since about 1860. It is followed by a briefer list of coasters (30 to 70-ton vessels) of the same period. We have been warned by a Danish source that there are some inaccuracies in the work, and that in particular the sources credited are not always those consulted; yet we know of no other work giving in such detail the history of Marstal shipping, or, in particular, providing such good illustrations of Marstal ships.

***

NEWELL, Gordon, "Paddlewheel Pirate, the Life and Adventures of Captain Ned Wakeman," 248 pp.; 6 ill. E.P.Dutton & Co., New York, 1959. Price $3.95.

Captain Wakeman's chief claim to fame was the incident of his taking the new steamboat NEW WORLD out of the clutches of the bailiffs at New York in 1850 and through the Straits of Magellan to San Francisco, where he served as sheriff of the Vigilance Committee of 1851.

Captain Wakeman left an autobiography, published in 1876, the year after his death, and Gordon Newell has wisely stuck close to the facts in it, supplying only a minimum of imagined dialog.

***

BERGENS SJØFARTSMUSEUM, Årshefte 1958, 33 pp.; ill.

The 1958 number of this yearbook has a useful article on the development of tonnage measurement in Norway, by L. Aall; and a description of a model of the Bergen research vessel ARMAUER HANSEN, a model of which has been added to the Museum's collection.

***

LEWIS, Michael, "The History of the British Navy," 260 pp.; index. Essential Books, Fair Lawn, N.J., 1959. $5.50.

Written by a professor of the Royal Naval College at Greenwich, this book is focused on an overall view of the long history of this ancient service. It furnishes an excellent synopsis of the administrative history of Her Majesty's Navy, interwoven with a narrative of the principal campaigns and battles.

***

DILLON, Richard H., "Embarcadero," 313 pp. Coward-McCann, Inc., New York, 1959.$4.75

Thirteen episodes from the maritime history of San Francisco make up this book, which was compiled by a librarian. Most of the material is unfamiliar except to specialists, although some, like the chapter on shanghaiing, has been reworked many times. One chapter tells of Captain Edgar Wakeman(see above); another of Bully Hayes, about whom Basil Lubbock wrote a book; and another relates the wreck of the USS SAGINAW. William Hogan has contributed a foreword, and there are 15 illustrations.

Despite being a librarian, the author has not been at very great pains to verify his material against original sources, and his book suffers a little thereby. Perhaps the worst of the errors that has crept in as a result is the acceptance as fact of Hiram P.Bailey's "Shanghaied out of Frisco in the '90's," which is pure fiction. But there is still plenty of good readig in this book, and there likewise is plenty of colorful San Francisco maritime history that has not yet been compiled in book form.

WADIA, Ruttonjee Ardeshir, "The Bombay Dockyard and the Wadia Master Builders," xx, 435 pp.; 81 ill.; chart; index. The author, Bombay, 2d.ed., 1957.

Wadia (or vadia) means carpenter or boat-builder, and in keeping with the Parsi practice of adopting the designation of the family occupation (or of a distinguished ancestor) as a surname, it was taken by the descendants of Lowjee, a Parsi shipwright who came to Bombay from Surat in March 1736. In 1740 he completed a 20-gun grab which had been started under a European shipwright, and from that time until 1885 a Wadia was Master Builder of the Bombay Dockyard.

With justified family pride, R.A.Wadia tells the story of the Bombay yard, its successive connections with the East India Company, the Royal Indian Marine, and the Royal Navy, and something of the ships that were built there. An interesting custom of the yard was the driving of a silver nail into the keel of a new ship at the time the stem-post was erected. From time to time the Company presented silver shipwright's rules to its master builders; these have all been faithfully preserved in the family, and pictures of them are reproduced. These rules contain masting formulas and other useful data and form a fascinating study in themselves.

Appendixes give a complete list of the vessels built in the Bombay Dockyard. Included are HMS TRINCOMALEE, still afloat in the Thames as the FOUDROYANT at the age of 142; and the steam paddle frigate PUNJAUB, later better known as the sailing ship TWEED, whose design influenced CUTTY SARK. Some of the warships, sent to Britain for fitting out, carried with them as ballast the frames of duplicates which were put together in England.

This book gives a remarkable insight into a little-known phase of maritime activity and will appeal to anyone interested in 18th and 19th Century shipbuilding.

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O'MAY, Harry, "Wooden Hookers of Hobart Town and Whalers out of Van Dieman's Land," 137, vi, 32 pl., 104 pp. L.G.Shea, Government Printer, Tasmania, n.d. (c.1958).

Two books in one, separately paged and indexed, this is another contribution to the growing shelf of books on the maritime history of Tasmania. The first part is an almost random series of notes on the sailing vessels built and owned in Tasmania; the second part consists of annals of the whaling industry.

A full list of vessels built in Tasmania is included. The illustrations pertain to both sections, and depict both ships and captains. Each section has a full index.

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WETTERHAHN, A., "U.S.Standard Cargo and Passenger Ships 1938-1956," xiv, 76 leaves. Eckardt & Messtorff, Hamburg, 1957.

Except for some tables in the American Bureau "Record," there is no single American source covering in detail the vast construction program of the U.S.Maritime Commission and its successors. This lack has now been remedied by this German publication which gives a complete vessel-by-vessel listing of the entire program up to 1956.

There are scale outline drawings of each class and the principal conversions by H.Schünemann. Separate alphabetical indexes list all the Victory-Liberty class and all the others.

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SANDAHL, Bertil, "Middle English Sea Terms. II. Masts, Spars, and Sails," 151 pp. Essays & Studies on English Language & Literature, Uppsala, vol.xx, 1958.

Seven years ago Mr.Sandahl published the first part of this work, which dealt with hull terms, and he has now followed it up with this companion work. Further parts on rigging, fittings, and ship-handling are promised. This work is an extremely important contribution to the history of the medieval ship, and makes fascinating reading to those interested in the subject.

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WILLIAMS, James H., "Blow the Man Down! A Yankee Seaman's Adventures Under Sail," edited by Warren F. Kuehl, 255 pp.; 11 ill. E.P.Dutton & Co., N.Y., 1959. $4.50.

James H.Williams was a remarkable character. He was born in 1864 in Fall River, son of a white mother and a Negro father, who was a pilot on Long Island Sound. Measles left his eyesight weakened, and though he followed the sea like his father William was unable to rise out of the fo'cs'le. He became associated with the labor movement in 1893 and in 1897 began writing for "The Independent," an influential liberal magazine. Professor Kuehl has carried out a project begun by Williams in 1922, five years before his death at Sailors' Snug Harbor, to assemble his magazine writings into book form.

The result is a very nearly complete autobiography of the author, with some

(Continued on page 92)

CHANTIES ON RECORDS

The chanty (or shanty) is a song sung by seamen while at work, for the purpose of synchronizing their manual exertions. As such, it appeared early in the 19th century in undermanned sailing ships, was virtually unknown in steam or in navies, and died out early in the 20th century. Fortunately, considerable interest was shown by qualified professional musicians in these somewhat obscure folk-tunes, and a copious literature on them has survived.

The growing interest in all forms of sound (musical and otherwise) made possible by modern techniques in recording and reproduction has resulted in the availability of a wide variety of recordings of chanties, with all degrees of authenticity and of musical quality. We propose therefore to set forth our reactions to a number of these, so that LOG CHIPS' readers may have some assistance in exploring this field of music.

American Sea Songs and Shanties (I) AAFS L26; (II) AAFS L27. Edited by Duncan B.M.Emrich, these two 12" LP records are part of the Album of American Folk Song, a collection of recordings prepared and distributed by the Library of Congress, Washington 25, D.C. Most of the songs were sung by Richard Maitland at Sailors' Snug Harbor in 1939 and by Captain Leighton Robinson (a former LOG CHIPS subscriber) in 1939 and 1951. Captain Robinson had a chorus (of non-seamen) on L27B. The old men's voices had not stood up very well, but there is complete authenticity in tempo and language. The records are accompanied by booklets giving the lyrics and commentaries on chanties in general and these in particular. There are 19 chanties in all (including two versions of "Blow the Man Down") and two other sea songs.

Roll 'Im on Down, AAFS 40A. Another Library of Congress recording, this is a 10" 78 rpm recorded in the Bahamas in 1935, giving "Blow the Man Down" as sung by a group of Andros Island men as a boat-launching song. The survival of these old chanties as functional work songs in the Bahamas is an unexpected and pleasing development, and the soft diction of the singers makes this a memorable record, in spite of a rather crude recording. On the other side are a couple of railroad songs.

Sally Brown and Haul Away, My Rosy. AAFS 6A. Another 10" 78 rpm record, this gives two chanties as sung by J.M.(Sailor Dad) Hunt in 1941. The flip side has a coal-mining song. Like all the Album of American Folk Song records, this one comes with a leaflet giving the words.

AAFS 21A. This record has another group of Bahaman songs on a 10" 78 rpm, including two more chanties adapted as local work songs, used when the sponge boats are launched in the water again after the hurricane season. One is the classic "Santa Anna," which has become "Suzianna," while the "Plains of Mexico" are the "Gulf of Mexico," and the other is an unrecognizable "Haul the Bowline," in which the theme is altered to a taunting "You cannot make a bowline."

Round the Bay of Mexico, RCA Victor 47-7550. On this 45 rpm, Harry Belafonte, assisted by a chorus and some accompaniment, renders his version of one of the songs on the record just described. He has provided new verses (which are no improvement) but retained the same chorus.

Banana Boat, RCA Victor 47-6771. Although this song can be related to no known chanty, it is worth mentioning here because of its relationship to the previous record, and because "Day-O" and "Star-O", as the two sides of this 45 rpm are called, are work songs with the identical verse and chorus arrangement of the chanties. Belafonte sings it with an orchestra and chorus.

Roll the Cotton Down and Die Hamborger Veermaster, Polydor 48738. A Long Time Ago and Rolling Home, Polydor 48750. These two 10" 78's are now on a long-play, though we do not have the details. The songs are sung in Plattdeutsch with English choruses, accompanied by a concertina, by the famous "Knurrhahn" (Croaker) chorus of Kiel-Holtenau pilots. "Die Hamborger Veermaster" turns out to be "Banks of Sacramento," which of course is Stephen Foster's "Camptown Races." "A Long Time Ago" has the words, "De Hoffnung," which were composed about 1910 on a German schoolship. These are sung with gusto by men who knew what the songs were intended for.

Songs of the Sea, Vox 25-580. This 33 rpm record starts out with three of the four songs on the preceding records (lacking "Roll the Cotton Down"), but then it departs from work songs and goes on with various English, German, and Plattdeutsch songs, some of doubtful connection with the sea. The singing is by the Lübeck Nautische Kameradschaft and is somewhat more musical but less convincing than that of the Knurrhahn group. The American distributors of this German recording have packaged it under an irrelevant photo of a nude female in a fish

net, with an alleged history of the sea chanty on the back, neither of which contributes any authenticity.

Chansons de Marins, LDE 1048. The five songs on the two sides of this 7" 33 rpm recording are sung by the Jacques Gommier Chorale, a mixed group without accompaniment who sing very beautifully indeed. The first number, "Hardi les Gars," is one of the classic chanties of the French merchant marine, whose relationship to the English chanties is clearly indicated by the words "Good bye, fare theewell" in the chorus.

Haul on the Bowlin' and other Shanties & Foc'sle Songs, Stinson SLP 80. There are 11 songs on the two sides of this 33, sung mostly by A.L.Lloyd or Ewan MacColl. Only 5 are chanties, but they are very well sung, and one, "The Black Ball Line," is fairly rare. The lyrics are less inhibited than most recorded sea songs.

Blow, Boys, Blow, Tradition TLP 1026. There are 16 songs on these two sides, all sung by Ewan MacColl or A.L.Lloyd. Just half are chanties, including some rare ones: "South Australia," "Old Billy Riley," and the "Wild Goose Shanty" ("Ranzo Away") One or two have some unnecessary instrumental accompaniment, but they are all well done. A.L.Lloyd may be remembered as the chantyman in the recent film "Moby Dick."

Bawdy Sea Shanties, Audio Fidelity AFLP 1884. This is no.5 of a series of bawdy records by Oscar Brand, who accompanies himself on the guitar, assisted by Dave Sear on banjo. Of the 14 songs, only 3 are actually chanties, the rest being classic songs of American and British naval forces. The lyrics are not recommended for the ears of your maiden aunt. The effect of the chanties is somewhat spoiled by the string accompaniment.

Salty Sea Chanties, Urania 9020. The picture on the box tries to give the impression that these songs are on a par with those on the previous record, but they actually are 15 sea songs with quite proper words, 9 being chanties. The singers are a quartet known as The Revelers, but they are mostly overpowered by an accompaniment of accordion, guitar, and flute, and they completely abandon the functional tempo of the chanty.

The Days of Moby Dick, Tradition Recordings TLP 1005. There are 20 songs on the two sides of this one, all sung by Paul Clayton with guitar accompaniment. Of these, 11 are chanties, including "Round the Corner," a chanty mentioned by Dana but virtually unknown in later years. The singer has an unfortunate tendency to croon the songs to his guitar, instead of giving them the traditional tempo.

Songs of the Sea, sung by Alan Mills and the Four Shipmates, Folkways FA 2312. There are 32 songs on the two sides of this record, all but 8 being chanties. The wide range of selections includes "Chee'ly Men," perhaps the oldest of the chanties, which was sung while catting the anchor long before songs were used at halyards or windlass. The singing is competent and makes up for musical content what it may lack in the traditional techniques of the chantyman: for the latter, the Ewan MacColl records should be studied. This record is recommended as a "best buy" in the field.

Logger's Songs and Sea Shanties, sung by Sam Eskin, accompanying himself with guitar. Folkways FP 19. This 10" 33 rpm record must have been one of the first to present chanties in the LP form. There are 9 chanties on one side and 5 loggers' songs on the other, the latter including "Poor Paddy Works on the Railway," which was also known at sea in a chanty version. The singer interprets the chanties about as well as can be done without a chorus.

Songs of Ship and Shore; Bash Kennett. Dot DLP 3127. The main fault to be found with this 12" 33 rpm recording is that the singer, Bash Kennett, who accompanies herself with guitar, is female. Of the 20 songs, 5 are chanties, and they do not lend themselves to being sung by a female. The performer has excellent diction, and does quite well on the other songs, some of which are from rivers or the Erie Canal.

Down to the Sea in Ships (Sailing, Whaling and Fishing Songs), Burl Ives with the Ralph Hunter Singers, Decca DL 8245. The 9 chanties included in the 18 songs on the two sides of this 33 rpm record have been arranged by Burl Ives to be sung not as illustrations of how they were used at sea, but as concert pieces for a soloist with supporting chorus. Mr.Ives has hardly enough voice to carry this off completely but he makes a game try. The envelop is embellished by three colorful reproductions of clipper ship sailing cards.

Operatic Arias and Sea Shanties, RCA Victor LM 1168. Leonard Warren, baritone, made the two sides of this recording with the Robert Shaw Chorale. The operatic side is Italian; the chanties side has 8 songs, 7 of which are based on chanties. In this form they are as far from their original

versions as work songs as it is possible to imagine, but they illustrate how much inherent music there is in chanties when they are performed by competent singers.

Songs of the Sea. The Norman Luboff Choir. Columbia CL 948. This 12" 33 rpm record has 14 sea songs, 11 of which are chanties. They are sung by a very capable chorus, with guitar and accordion accompaniment, and make very pleasant listening, even if it is hard to visualize any work being done with their help. The package reproduces extracts from a couple of letters written by a Forty-Niner to his wife, describing the Cape Horn passage.

Sea Chanties. The Roger Wagner Chorale. Capitol P8462. We have not yet heard this one, but it is obviously closely related to the two preceding records. It has 16 songs, 9 of which are chanties.

Popeye's Favorite Sea Shanties and other songs. Captain Allen Swift and his crew. RCA-Victor LBY-1018. This presents chanties on a level completely different from all the preceding records, as it preserves some of the entertainment for children that is offered up by a popular afternoon television program. There are some 7 chanties interspersed among other songs and alleged bits of nautical lore, and they are scrubbed up so far that the "Drunken Sailor" appears as the "Silly Sailor." This record is recommended for anyone wishing to introduce children to chanties.

The best contemporary chanty-singing that we have heard has come from the U.S. Navy. A detachment of the Bluejackets' Choir at the Great Lakes Naval Training Center, which we heard a few years ago, provided a most memorable evening. The Sea Chanters, a group from the U.S.Navy School of Music, is similarly active in the Washington area. We have not been able to locate any recordings by either of these groups, but we hope that they can arrange to preserve their singing in permanent form.

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THE SCHOONER BOWDOIN GOES TO MYSTIC

E.D.Collins of Manchester, Conn., has sent us some notes on the last trip of the two-masted auxiliary schooner BOWDOIN, which was built at East Boothbay, Me., in 1921 for Donald B.MacMillan and was a veteran of 26 voyages to the Arctic. She left Falmouth, Mass., on 24 June, called at New Bedford, Newport, and Fisher's Island, and arrived at Mystic, Conn., on the 27th. Here she was turned over to the Marine Historical Association to be preserved alongside the CHARLES W.MORGAN, JOSEPH CONRAD, and other historic craft.

MacMillan, who is now a retired Rear Admiral USNR, was accompanied on the trip by his wife Miriam, who made 9 of the voyages north with him, and 6 surviving members of the original crews. One was Don Mix, a radio amateur, who manned the schooner's radio, WNP, in 1923, and who was given the special call K1WNP for this trip, under which he worked over 100 hams all across the country.

As the convoy approached the Mystic River in fog, the escorting schooner LORD JIM piled up on a reef near Watch Hill, R. I., and had to be abandoned.

Alumni of Bowdoin College joined the MacMillans and other friends of the schooner in presenting her to Mystic Seaport.

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SALLIE C. MARVIL -- continued from page 87.

days and nights. However a boat was soon alongside to take me ashore at once. There I told the whole story to Mr. Bull by long distance telephone. He complimented me upon doing a good job and said that I did just right about the tugboat and that he never sent any orders to me.

The agents, A.H.Bull & Co., in a most efficient way, handled all of the financial arrangements, and all interested parties were well satisfied, the principal reason being that the SALLIE C.MARVIL earned an extra dividend for the various owners. My job was done; we had rescued a crew and then had salvaged the abandoned vessel. This I believe is the only time on record that any ship had ever accomplished that feat.

The next day we set sail toward Boston, arrived there in good time, and delivered our cargo.

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BOOK REVIEW -- continued from page 89.

revealing glimpses of life in the American merchant marine in the '80's and '90's. The T.F.OAKES story is mentioned -- Williams had a hand in succoring the survivors after they arrived at New York in 1897 -- and there are tales of whaling, shipwreck, and shanghaiing. Prof.Kuehl has done a creditable job of identifying ships and men, since Williams perforce had to use mostly pseudonyms in his writings, but a few incidents, such as a shipwreck in the Crozets, have defied identification, and there is a strong possibility here that Williams is reporting tales that he heard from some shipmate or has drawn on his imagination.

SAILING VESSELS LAUNCHED IN THE U.K., 1875, cont.from p.81

R. & J. Evans & Co., Liverpool

ABERYSTWITH CASTLE I Ship 1104 Richards, Mills & Co., Liv. Scrapped 1903.
CAMPANA I Bark 815 Geo.Bell & Co., Liverpool.
1898 VIDETTE Mentz, Decker & Co., Hamburg. 1911 hulked, Melbourne.
CRAIGMULLEN I Bark 799 W. Killey & Co., Liverpool.
1900 BEIRA Cia.Portugueza de Africa Oriental, Oporto.
1901 AMERICA Glama & Marinha, Oporto. Hulked 1910.
PARTHENOPE I Ship 1646 Jos. Heap & Sons, Liverpool.
1897 PELLEGRINA O. D.Olivari, Genoa. Missing 1907, South Pacific.

W. H. Potter & Co., Liverpool

COROLLA I Ship 1328 J.Bell & Co., Liverpool. Missing 1903.
DESDEMONA I Ship 1564 C.T.Bowring & Co., Liverpool. Scrapped 1909.
GRISEDALE I Ship 1288 J.D.Newton & Co., Liverpool.
1889 MARIANNA H.N.A.Meyer, Hamburg. Missing April 1894.
MITREDALE I Ship 1286 J.D.Newton & Co., Liverpool. Missing April 1898.
NORTH RIDING I Ship 1432 W.T.Dixon & Son, Liverpool.
1900 GIACOMO Ditta Semidei & Ferrari, Genoa. Scrapped 1922.
QUILLOTA I Bark 728 S. Wakeham & Sons, Liverpool.
1901 LE LAMENTIN Union des Chargeurs Coloniaux, Havre. Sunk by U-Boat Feb.'17.

T. Royden & Sons, Liverpool

ANGLESEY I Ship 1297 Hughes & Co., Liverpool.
1905 INGRID Hansen & Andersen, Larvik. Cndmd.after explosion, N.Y. Feb.'11.
BATTLE ABBEY I Ship 1643 J.Poole & Co., Liv. Lost by fire Dec.'13, N.Pac.
BEECHWOOD I Ship 815 J.B.Walmsley & Co., Liverpool.
1906 LIBERTAD Alb. Haverbeck, Valdivia. Wrecked August 1913.
LURLEI I Bark 835 builders
1919 ALBERTO Iralda & Ugalde, Bilbao. Hulked Oct.1923.
MERIONETH I Ship 1408 Hughes & Co., Liverpool. Scrapped 1923.
OTHELLO I Ship 1514 C.T.Bowring & Co., Liverpool. Missing June 1906.

Barrow Shipbuilding Co., Barrow.

BIRKER I Ship 1042 J.H.Bushby & Co., Barrow. Lost June'95, WCSA.
BRITISH DUKE I Ship 1464 British Shipowners Co.Lim., Liv. Wrecked Nov.'88.
DALECARLIA I Ship 1488 Graves & Co., Liv. Missing Feb.1876.
FALSTAFF I Ship 1465 J. Beazley, Liv. 1905 hulked at Callao.
WESTERN MONARCH I Ship 1385 Royal Exchange Shipping Co., London.
1913 DERG (hulk at Limerick)

Whitehaven Shipbuilding Co., Whitehaven

CANDIDA I Ship 1279 Lowden, Edgar & Co., Liverpool. 1898 hulked.
CASSIOPE I Ship 1649 Jos.Heap & Sons, Liv. Missing March 1894.
GRASMERE I Ship 1304 Fisher & Sprott, London. Hulk 1914, Stettin.
ROUTENBECK I Bark 943 James Davidson & Co., Whitehaven.
1898 BELLAS J.Wimmer & Co., Hamburg. 1928.
1922 SUSANNE Pappas & Presser, Havre (R.K.Bager, Marstal). Barge 1924; scrapped/
RYDALMERE I Ship 1312 Fisher & Sprott, Liv. Lost with all hands 1901.
SILVERHOW I Ship 1279 Geo.Nelson & Co., Whitehaven.
1904 SIGNI Peter Fløystad, Arendal. Wrecked November 1908.

R. Williamson & Son, Workington

INGLEWOOD I Bark 1077 J. Sprott, Workington. March '08 burnt, Stockholm.
LUPATA I Ship 1069 J.H.Clark & Co., London. Wrecked 2 July 1881.
ROSE HILL I Bktn 217 Wm.Price & Co., Workington. Sunk Sept.1900.

A. Weir, Ayr.

CARPASIAN W Bark 299 W. Grieve, Sons & Co., Greenock. Lost 1908.

J. E. Scott, Greenock

ANNIE I Bktn 263 J.W.Pring, Brixham. Missing July 1880.
BARON COLONSAY I Ship 1709 Jas.McCunn & Co., Greenock.
1892 LENA James Nourse, London. 1905 Italian; broken up 1914.
MARTIN SCOTT I Ship 1451 R.W.Jamieson, Greenock.
1894 CHANARAL A.D.Bordes et Fils, Dunkerque. 1 Feb.1902 lost off Ushant.
PARTHENIA I Bktn 265 J.H.Goodyear, Liverpool. Missing Jan.1890.
TRAFALGAR I Ship 1492 Donaldson, Rose & Co., Aberdeen. Missing 1915.

Scott & Co., Greenock

AURIGA I Ship 1591 Star Navigation Co.Lim., Liverpool.
1882 SIERRA BLANCA Sierra Shipping Co.Lim.(Thompson, Anderson & Co.), Liv.
1902 BLANCA Hans & Axel Hanssen, Arendal. Missing March 1917.

Robert Steele & Co., Greenock

ALINE I Bark 739 Jas.Grieve Jr., Greenock. Broken up May 1916.
BANNOCKBURN I Ship 1769 R.Shankland & Co., Greenock. Burnt 1881.
BENCLEUCH I Ship 1418 Wm.Thomson & Co., Alloa.
1898 FERNANDA G.B.Vassallo, Genoa. Wrecked off Terschelling 27 Nov.1908.
DEVERON I Ship 1323 J. Russell, Greenock. Torpedoed 9 June 1917.
LADY RUTHVEN I Ship 1669 Geo.Adam & Co., Greenock. Lost 9 Nov.1895.

Robert Duncan & Co., Port Glasgow

ABERFOYLE I Bark 619 W.& J.Crawford, Greenock. Missing 1876.
ALDERGROVE I Ship 1331 R.G.Sommerville & Co., Pt.Glas. Lost Apr.'05.
ARDVAR I Bark 910 T.O.Hunter & Co., Greenock. Scrapped 1914.
BLYTHSWOOD I Ship 1691 Robt.Cuthbert & Co., Greenock.
1911 PESCA A.F.de Colombi, Buenos Aires. (hulked)
1916 LYSCLIMT C.H.Berg, Copenhagen. Lost by fire, N.Atl., May 1921.
CRAIGNAIR I Bark 620 Alex.Rae, Liverpool. Missing May 1901.

William Hamilton & Co., Port Glasgow

ABBEY TOWN I Bark 738 John Hay, Liverpool.
1891 IDA O.Banck, Hälsingborg. Lost 17 Nov.1892, Guernsey.
ANITA I Bktn 353 Bergi, Silva & Co., Bilbao. Lost 13 July 1899.
LEONOR TRONCOSA I Bktn 330 N. Troncoso & Cia, Habana. Lost Nov.1896.
WIGTON I Bark 765 John Hay & Co., Liverpool. Missing 1882 C.Horn.

Henry Murray & Co., Port Glasgow.

RENFREWSHIRE I Ship 941 T.Law & Co., Glasgow. Missing July 1888.
WINDSOR CASTLE I Bark 629 Jacob Bros., London. Wrecked 29 April 1905.

John Reid & Co., Port Glasgow.

CEDRIC THE SAXON I Ship 1705 Williamson, Milligan & Co., Liverpool. Missng'96.
DUNSKEIG I Ship 1863 Mackinnon, Frew & Co., Liv. Wrecked June 1887.
ISLE OF BUTE I Ship 983 Jn.Martin & Co., Liv. Missing July 1889.
KILLEAN I Ship 1862 Mackinnon, Frew & Co., Liv.
1893 ANTONIN A.D.Bordes et Fils, Dunkerque.
1901 AVANTI C.Zernichow & A.Gotaas, Kristiania. Wrecked 21 Jan.1907.
OENONE I Ship 1519 W.& C.Battersby & Co., Liverpool.
1892 SIRENE J.F.Arens, Bremen. Missing June 1904.

Russell & Co., Port Glasgow

COMMONWEALTH I Ship 1404 C.H.Stewart, London.
1906 CAVOUR D.Loero, Genoa.
1917 CUATRO HERMANOS B. Aspillaga, Callao.
1924 SOFIA Emp.Nav. D.Patino Patroni, Callao. Fndrd.at anchor Sep'28.

McKellar, McMillan & Co., Dumbarton

ABERCARNE I Bark 735 Burgess, Shaddick & Boyd, Glasgow.
1899 IMACOS Alexander Bech, Tvedestrand. Wrecked 14 Jan.1910.
ABERNYTE I Bark 728 Burgess, Shaddick & Boyd, Glasgow. Lost 1898.
CASWELL I Bark 517 W.H.Tucker & Co., Swansea. Missing Feb.1899.
FIRTH OF FORTH I Bark 867 J.Spencer & Co., Glasgow.
1901 NOSTRA SIGNORA ASSUNTA T.Gazzolo fu A., Genoa.
1907 CREMONA S.A.Ceramica Mantovana, Venice.
1913 TRIPOLI A.Cinot di A., Venice. War loss, 11 March 1918.

A. McMillan & Son, Dumbarton

DUART BAY I Ship 986 Hatfield, Cameron & Co., Glas. Lost Feb.1880.
DUNBRITTON I Ship 1536 Jn.H.Watt & Co., Glasgow. Lost 1906, N.Sea.
EARL OF ZETLAND I Ship 1534 Alex.Thomson & nephews, Glasgow. Lost.Oct.'05.
FORMOSA I Bark 960 Flinn, Main & Montgomery, Liverpool.
1901 CATERINA G. Drago, Genoa. Wrecked 23 Oct.1912.
KAPUNDA I Ship 1135 Trinder, Anderson & Co., London. Sunk 1887.
MOONTA I Sch 100 J.Terry & Co.(Adelaide), London.
NORTHERN MONARCH I Ship 1280 Royal Exch.Shipp.Co.Lim., London. Lost Nov.'03.
SERICA I Bark 944 Flinn, Main & Montgomery, Liverpool.
1896 FREDEN A/S Freden (Carl Bech), Tvedestrand. Wrecked 25 Jan.1908.

Stenhouse & Co., Dumbarton.

ABERLADY I Bark 735 Burgess, Shaddick & Boyd., Glas. Lost Nov'77.

Aitken & Mansel, Glasgow

ZULEIKA I Ship 1144 J.A.Simpson, Leith. Wrecked 16 Apr.1897, N.Z.

Baird & Brown, Whiteinch, Glasgow.

LACTURA I Ship 1445 builders
1887 OLGA J. Hintze, Hamburg.
1901 ALTONA J.Johanson & Co., Kristiania. Missing Oct.1902.

Barclay, Curle & Co., Whiteinch, Glasgow.

ARDMORE I Ship 1149 W.Kidston & Sons, Glasgow. Wrecked 20 May'97.
BENAN I Ship 1416 Wm.Thomson & Co., Leith. Wrecked 23 Dec.1888.
COUNTY OF PEEBLES I 4mS 1691 R. & J.Craig, Glasgow. Hulked 1899, Chile.

C.Connell & Co., Glasgow

BLAIRHOYLE I Ship 1351 Thomson & Gray, Glasgow.
1904 ALLY C.F.A.Flügge, Hamburg.
1905 PALLAS N.A.P.Staubo, Tvedestrand. Lost Oct.1910 on Cuba in hurricane.
JURA I Ship 1285 Sandbach, Tinne & Co., Liv. Foundered Feb'08.
LOCH RANZA I Ship 1129 J.& R.Wilson, Glasgow
1901 ABYSSINIA A/S Abyssinia (J.Johanson & Co.), Kristiania
1921 MOLENE M.Potet, Havre. Broken up 1922.
MIDLOTHIAN I Ship 1130 J.Boyd & Son, Glasgow.
1890 INDIA H.M.Struve, Hamburg.
1900 VIDUCO Mentz, Decker & Co., Hamburg. Wrecked Jan.1908.
OIMARA I Ship 1417 J.D.Clink, Glasgow. Wrecked 27 Sept.1903.

Dobie & Co., Govan, Glasgow

ADVENTURER I Bark 716 Doward, Dickson & Co., Liverpool. Missing 1893.
AROS BAY I Ship 1482 Hatfield, Cameron & Co., Glasgow. Lost June '84.
CITY OF CARLISLE I Bark 859 Peter Iredale, Liverpool. Foundered Jan.1898.
CYNOSURE I Bark 786 Hugh McEwan, Ayr.
1899 ARDINGO G. G.Giurfa, Genoa.
1903 GIUSEPPE VIACAVA E.Viacava fu G., Genoa. Broken up 1915.

(continued p.96)

Dobie & Co., Govan, Glasgow (continued)

EUROPA I Bark 1189 T.Thesen & Co., Bergen. Abnd.afire Sept.1894.
ILLIMANI I Bark 630 Jas.E.Burgess, Swansea.
1897 BRETAGNE H.Auger, Havre. Broken up 1912.
MORAYSHIRE I Ship 1482 Thos.Law & Co., Glasgow. Missing Oct.1892.
WEST RIDING I Ship 953 Thomas Thompson, Liverpool. Missing 8 Mar.'95.

John Elder & Co., Govan, Glasgow.

BAY OF BENGAL I Ship 1595 J.G.Bulloch & Co., London. Missing March 1905.
BAY OF BISCAY I Ship 1611 J.G.Bulloch & Co., London. Missing Feb.1880.
GILROY I Ship 1768 Geo.Gilroy, Dundee.
1890 RHONE James Nourse, London.
1906 DYBVAAG Jens Marcussen, Lyngør. Wrecked 19 Dec.1906.

David & William Henderson & Co., Partick, Glasgow.

ANTARCTIC I Bark 635 B.R.Hennessey, Swansea
1904 CICCILLONE F.Astarita fu V., Castellamare.
1915 S. ANTONIO A.Balzano, Torre del Greco.
ARCTIC I Bark 637 B.R.Hennessey, Swansea. Missing Oct.1885.
CHILIAN I Bark 634 Donaldson Bros., Glasgow. Wrecked 8 May 1892.
ISLE OF ERIN I Ship 941 Samuel Martin, Liverpool. Lost 19 Oct.1909.
KILLEENA I Bark 816 Kerr, Newton & Co., Glasgow. Hulked 1921.
LOCH FERGUS I Bark 874 D.& J.Sproat, Liverpool. Lost Feb.1889.
PERUVIAN I Bark 637 Donaldson Bros., Glasgow. Lost 8 Feb.1899.

A.& J.Inglis, Glasgow.

MIN-Y-DON I Ship 1149 G. Traill & Son, London.

The London & Glasgow Engineering & Iron SB Co.Lim., Govan, Glas.

AFTON I Bark 886 David Hunter, Ayr. Lost 2 Apr.1887, N.Pacific
COROMANDEL I Bark 875 John Fairlie, Glasgow. Hulk 1887, Wellington NZ.
GLENROSA I Bark 869 H. Martini & Co., Glasgow. Lost 18 Jan.1890.
WANLOCK I Bark 777 R. Bramwell, London. Sunk by U-Boat 16 July'18.

Alex. Stephen & Sons, Linthouse, Glasgow.

AIRLIE I Ship 1578 D.Bruce & Co., Dundee.
1899 SUPERB A.Meling, Stavanger. Sunk by U-Boat 7 June 1915
AMANA I Ship 1375 Capt.John Smith, Glasgow. Lost 25 Sept.1889.
CAMPERDOWN I Ship 1575 D.Bruce & Co., Dundee. Missing August 1890.
LADY PENRHYN I Bark 839 J. Richards & Co., Liv. Lost 28 Oct.1909.
LLEWELLYN I Bark 529 J. Rosser, Glasgow.
LORD CLYDE I Bark 591 G.Tulloch & Co., Swansea,
1902 TRIFOLIUM John E.Olson, Göteborg. Lost 15 March 1914, coast of Cornwall.
MARTHA FISHER I Bark 839 Peter Iredale, Liverpool. Missing Dec.1900.
OSBURGHA I 3mSch 357 J. Cook, Dundee
1899 ADRIEN BORIS Miss S.O.Boris, Ceara, Brazil.
1900 SANTA MARIA Cia.du Boleo, Santa Rosalia, Mexico.
PANMURE I Ship 1581 D.Bruce & Co., Dundee. Ashore Aug.1891.
1893 VASCO-DA-GAMA C.M.Matzen, Hamburg.
1905 HERMANOS Henr.Hansen, Lillesand
1914 DOVA RIO D.A.Knudsen, Hølen. Broken up 1924 in Great Britain.
PICTON CASTLE I Bark 596 Simpson Bros., Swansea. Lost 21 Jan.1895.
PRIMERA I Bark 619 Capt.Wm.Sherwen, Liverpool. Abnd.afire Aug.1900.

James & George Thomson, Clydebank, Glasgow.

BLAIRGOWRIE I Ship 1646 Thomson & Gray, Glasgow
1906 CONTESSA HILDA G.Tarabochia & Co., Lussingrande. Broken up Aug.1909.
LOCH GARRY I Ship 1565 Glasgow Shipping Co., Glasgow. Scrapped 1911.
LOCH VENNACHAR I Ship 1557 Glasgow Shipping Co., Glasgow. Lost Sept.1905.

(continued in next issue)

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THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPLEMENT NO. 1, FEB. 1980 EDITOR NORMAN J. BROUWER

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SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1875

Compiled by John Lyman

(Continued from LOG CHIPS September 1959, page 96)

Thomas Wingate & Co., Whiteinch, Glasgow

BRODICK CASTLE I Ship 1827 Thomas Skinner & Co., Glasgow. Went missing 1908
CULZEAN CASTLE I Ship 1785n Thomas Skinner & Co., Glasgow. Went missing 1875

J. Geddie, Kingston, Garmouth

FREUCHNY W Bark 332 A. Hendry, Banff. Lost Cuba, 12 Sept. 1892
MAGGIE W Sch 113 W. Smith, Banff.
SPINAWAY W Bark 447 J. Geddie, Banff. Lost Caicos Bank, 6 Nov. 1884

W. Kinlock, Kingston, Garmouth

BLUE & WHITE W Bktn 170 J. Bell, Dumfries.
LORD MACDUFF W Bark 527 Capt. A. McDonald, Banff. Lost Oct. 1886

Stephen & Forbes, Peterhead

LOCHIEL W 3Sch 227 G. Mitchell & Co., Peterhead.
WANDERING MINSTREL W Bark 377 A. McDonald, Peterhead. Lost Midway I. Feb. 1888

Alexander Hall & Co., Aberdeen

ALINE W Bark 313 J. H. Guilbert & Co., Guernsey.
BAY OF NAPLES I Ship 1677 J. & G. Bulloch & Co., London.
1897 TRITON J. E. Moe & L. Cedar, Wasa, Russia. Abnd at sea 28 May 1914
ULLOCK I Bark 815 P. Iredale, Liverpool.
1894 JOHANNE Carl Bech, Tvedestrand, Norway. Hulked Adelaide, Aust. 1910

Walter Hood & Co., Aberdeen

SALAMIS I Ship 1130 G. Thompson Jr. & Co., Aberdeen. Lost Malden I. 20 May 1905

Brown & Simpson, Dundee

GLENTILT I Bark 808 Wm. O. Taylor & Co., Dundee. Wrecked Aug. 1888

Dundee Shipbuilding Co., Dundee

CRAIGOWL W Bark 349 Wm. Thomson, Dundee. Lost 1882
JACOBUS

Gourlay Brothers, Dundee

STRATHEARN I Bark 1153 Wm. Thomson, Dundee. Burned nr Chanaral 1 Sept. 1892

LOG CHIPS Suplements are published under the sponsorship of the National Maritime Historical Society. Additional copies may be purchased at $2.00 each by writing to the Society; 2 Fulton Street, Brooklyn, New York 11201

A. Stephen & Sons, Dundee

ARCTIC aux W Bark 828 Builders. Lost Cumberland Gulf 1887
DUNTRUNE I Ship 1561 D. Bruce & Co., Dundee. Went missing Oct. 1889
MAULESDEN I Ship 1575 D. Bruce & Co., Dundee.
1896 ORTRUD Rhederi A/G von 1896, Hamburg.
1915 NOSTRA SIGNORA DELLA GUARDIA Flli. Dufour, Genoa.
Sunk by U-boat 30 Aug. 1916
STRATHMORE I Ship 1472 D. Bruce & Co., Dundee.
Lost on Crozets 1 July 1875

Tay Shipbuilding Company, Dundee

BURMAH W Bark 310 J. W. Robertson, Dundee. Foundered 10 Dec. 1886

Mitchell, Tayport, Fife

DOWNIEMOUNT W Bark 672 Wm. Thomson, Dundee. Lost 1882

Watt, Dysart, Fife

CUBA W Bark 280 J. W. Robertson, Dundee. Sunk by U-boat May 1917

Roy & Mitchell, Alloa

COMMEWYNE W Bark 328 Adam, Pearson & Co., Glasgow.
LOUISE
FORMOSA W Bark 458 Ahrens & Co., Hamburg.

Harland & Wolff, Belfast

AGLAIA I Bark 786 Workman Bros., Belfast. Wrecked English Bnk
CONNAUGHT RANGER I Ship 1201 J. M. McCormick, Dublin. July 1889
1896 STELLA DEL MARE G. B. Schiaffino, Genoa.
Sunk by U-boat 29 Aug. 1916
EAST CROFT I Ship 1367 John Gambles, Workington.
FIJI I Ship 1471 W. J. Meyers, Liverpool.
Wrecked nr Warrnambool Sept. 1891
MAJESTIC I Ship 1974 T. & J. Brocklebank, Liverpool.
LAUTARO Armada de Chile. Hulked in Chile, later stationary schoolship. Broken up nr Talcahuano 1950's
PIZARRO I Ship 1439 W. J. Myers, Sons & Co., Liverpool.
Went missing 1884

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1874
Compiled by John Lyman

Peter Ogier, Guernsey

ANTAGONIST W Brig 349 Bird, Jr. & Co., Guernsey.

De La Mare, Guernsey

MORNING LIGHT W Bktn 213 J. Marquand & Co., Guernsey.

Union Cooperative Shipbuilding Society, Blyth

OCEAN BELLE W Snow 295 R. Lough, North Shields.

Cole Brothers, Newcastle-on-Tyne

BROOMSHIELDS I Bgn 374 Tully Bros. & Co., Newcastle.
JOHN I Bktn 355 Tully, Sunderland. Aband at sea c. Dec. 1918

Palmers, Jarrow, Newcastle-on-Tyne

CILURNUM I Ship 1966 Hall Brothers, London.
Abandoned on fire 20 Aug. 1885, enroute Tyne to San F.

Bartram, Haswell & Co., Sunderland

CLAN MACLEOD I Bark 671 Thomas Dunlop & Co., Glasgow.
1900 JAMES CRAIG A. & J. Craig, Auckland, N.Z. Hulked Port Moresby 1912
Rerigged 1917 Hulked Hobart 1925 Proposed museum ship at Sydney 1972

CUMBRIA I Bark 675 P. Hick & Co., Scarborough.

Blumer & Robson, Monkwearmouth, Sunderland

DACCA I Ship 1139 Foley & Co., London.
Stranded nr St. Catherine's, I.O.W. 4 April 1875

FERNGLEN I Ship 850 Robert B. Porrett, Sunderland.
Wrecked nr Columbia River Oct. 1881

WAIKATO I Ship 1053 New Zealand Shipping Co., London.
1888 J. C. PFLUGER J. C. Pfluger & Co., Bremen.
1901 CORONADO (4Bktn) J. D. Spreckels & Bro., San Francisco.
Foundered 20 Nov. 1913 in tow Ladysmith to Vancouver

WAIMATE I Ship 1157 New Zealand Shipping Co., London.
1896 VALKYRIAN G. A. Lindblom, Abo, Finland. Went missing 1899

WAITANGI I Ship 1161 New Zealand Shipping Co., London.
1899 AGDA J. Wegle, Arendal, Norway. Wrecked 21 Jan. 1913

John Crown, Southwick, Sunderland

PYM W Bark 586 W. R. Abbay, Sunderland.
ROBINA DUNLOP W Bark 512 John Neil, Glasgow.
TRANSVAAL W Bark 384 J. T. Pennis, Aberdeen.

Wm. Doxford & Sons, Sunderland

ACTON BRIDGE I Ship 1430 Pile & Co., London. (Sold before completion)
1874 BROOMHALL W. S. Croudace, Dundee.
Sank after colision off Staten Island Sept. 1895

James Gardner, North Hylton, Sunderland

AYDON FOREST W Bark 522 W. Davison, North Shields.
CAMPSIE GLEN W Bark 510 W. Davison, North Shields.
TRUTH W Bark 527 James Smith & Co., Liverpool (?)
Wrecked Mar. 1884

Gibbon (J. & J. Gibbon, John Gibbon & Son, N. Gibbon), Sunderland

COOMASSIE W Bark 428 R. Forrest, South Shields.
KUMASAKA MARU Mitsui, Nagasaki.
EMILY McLAREN W Bark 445 John P. McLaren, Greenock.
GLENVILLE W Bktn 325 A. Meik, Goole.
LANERCOST W Bark 545 G. Watson, Sunderland.
MARY FROST W Bktn 325 Patton, Wiskers & Co., Liverpool.
1893 MARTHEA BERG Capt. J. C. Jensen-Gaarden, Aalborg, Denmark.
Abandoned in Baltic 1898
NANCY HOLT W Bktn 328 Lancashire Shipping Co., Liverpool.
TONGA W Bktn 314 Bullard, London.
VIOLET W 3Sch 170 W. Gardner, Sunderland.
Sunk by U-boat June 1917

John Gill, Sunderland

ZEEBURG W Bark 533 A. & D. McLaren, Greenock.
ADRIANA
TENGLO Oelckers Brothers, Puerto Montt, Chile.
LINA Peru.

Mounsey & Foster, Sunderland

DUCHESS OF EDINBURGH — I Ship 1766 T. T. Watson, London.
GERTRUD — C. J. Klingenberg, Bremen. Broken up 1910

DUNALISTAIR — I Ship 1756 W. S. Croudace & Co., Dundee. Wrecked July 1885

EASTERN MONARCH — I Ship 1769 Royal Exchange Shipping Co., London. Abandoned 28 Oct. 1896 enroute Swansea to Callao

LINGUIST — I Ship 1601 T. & J. Harrison & Co., Liverpool. Foundered Jan. 1879

SENATOR — I Ship 1768 T. & J. Harrison & Co., Liverpool. Hulked Brazil

Osbourne, Graham & Co., Hylton, Sunderland

ANDES — I Ship 866 Moran & Sanderson, Hull. Burned 7 June 1905

T. R. Oswald, Pallion, Sunderland

FOYLE — I Ship 1664 J. Nourse, London.
1903 JARLEN — A. F. Klaveness, Sandefjord. Went missing 16 June 1908

IDOMENE — I Ship 1424 H. Fernie & Sons, Liverpool. Lost S. Africa 14 Nov. 1887

RESPIGADERA — I Ship 1629 Hargrove, Ferguson & Jackson, Liverpool. Lost Santa Barbara 1889

WALLACETOWN — I Ship 1626 Hargrove, Ferguson & Jackson, Liverpool.
1918 MONTE ROSA (aux.) — Liguri-Lombardi, Genoa. Broken up Genoa 1922

W. Pickersgill, Sunderland

EMMA CROOK — W Bktn 305 T. Seed, Fleetwood.
NORMANDIE — E. Gilles & A. Bellet, Fecamp.
EMMA CROOK — C. Nilsson, Helsingborg.

WILLIAM D. SEED — W Bark 767 T. Seed, Fleetwood.
ILIA — G. Millosevich, Dobrota, Austria.
ANTONIOS
NICOLAOS
ELEANORA — Pandeli Brothers, Constantinople.

Wm. Pile & Co., Sunderland

OLIVE — I Ship 885 H. Ellis, Sunderland.

PLASSEY — I Ship 1764 G. D. Tyser & Co., London. Wrecked Sandgate 29 Feb. 1883

RODNEY — I Ship 1519 Devitt & Moore, London.
1896 GIPSY — Nantes — Wrecked Cornwall 7 Dec. 1901

Wm. Richardson, North Hylton, Sunderland

CHITTAGONG — W Bktn 335 B. Walker, London.
GUYANE — D. de Saumery & Co., Le Havre.

SWALLOW — W Bktn 309 T. Gallop & Co., Dartmouth. Wrecked Cook St. June 1879

Short, Pallion, Sunderland

ARIZONA — I Ship 1288 Milburn Brothers, Newcastle.

Richard Thompson, Sunderland

OUR ANNIE — W Bktn 377 G. L. Seed, Fleetwood.

SILVER CLOUD — W Bktn 504 Mrs. A. Maunsell, London.

Robert Thompson Jr., Sunderland

THESEUS — I Bark 1041 Livingston & Briggs, London.

William Watson, Pallion, Sunderland
BARON ABERDARE I Ship 1708 James McCunn & Co., Greenock.
KATHERINE Reck & Boyes, Bremen.
1896 AKERSHUS C. Zernichow & O. Gotaas, Christiania, Norway.

J. Softley & Co., South Shields
RAVENSTONDALE I Ship 1206 R. B. Avery, London.
KOORINGA Trinder, Anderson & Co., London.
Went missing 8 April 1894 enroute London to Brisbane

M. Pearse & Co., Stockton-on-Tees
BLANCHE MAUD I Bark 656 T. Beynon & Co., Newport. Missing 1885

Richardson, Duck & Co., Stockton-on-Tees
DUCHESS OF ARGYLE I Ship 1766 W. & R. Wright, Liverpool.
Wrecked in British Columbia Nov. 1887
NORTHBROOK I Ship 1876 J. W. Wescott, London.
1899 HASSIA J. A. Brunken, Bremen. Lost nr Mobile 13 March 1909
PETERBOROUGH I Ship 1740 Merchant Shipping Co., London.
1898 NORGE Leif Gunderson, Porsgrund.
TURKESTAN I Ship 1467 British & Eastern Shipping Co., Liverpool.
Lost Feb. 1876

Humphreys, Pearson & Co., Hull
CARPATHIAN I Ship 1504 Moran & Sanderson, Hull.
Burned in S. Pacific 5 Oct. 1891 enroute Iquique to Chan.

H. Fellows & Son, Great Yarmouth
EUNICE W Bktn 257 F. G. Kenwood, London.

Sollitt, Sittingbourne
SARAH SMEED W 3Sch 251 G. Smeed, Rochester. (barge hull)

Salisbury & Sons, Rotherhithe
KAFFIR W Bark 399 Bullard, King & Co., London.
HOLLANDIA

James Turner, Rotherhithe
HARRY KESLAKE W Bktn 263 Capt. F. D. Keslake, London.
AIMEE MARIE
HARRY KESLAKE
MINK W Bgn 92 Hudson's Bay Co., London.
SPARROW HAWK W Sch 113 Falkland Islands Co., London.

Money Wigram & Sons, Blackwall, London
DURHAM (aux.) I Bark 2294 Builders.
1909 LA ARGENTINA Remonda, Monserrat & Co., Rosario.
1917 MARAKECH Cie. Cherifienne de Navigation, Casablanca.
COMMANDANT POSTH Broken up 1924

May & Wade, Shoreham
MIZPAH W Bark 540 Builders.
1889 NORDEN F. Fredriksen, Farsund.

J. & W. B. Harvey, Littlehampton
GOLDEN ISLAND W 3Sch 168 John Wignall, Fleetwood.
LETTY GALES W Bark 485 Builders. Lost Pratas Sh. 11 Feb. 1877

Elias Cox, Bridport
ETHEL W Bgn 281 Job Brothers, Liverpool.

W. Date, Kingsbridge
ELMINA W Bgn 222 W. W. Steer, Salcombe.

Evans, Salcombe
VESPER W Brig 283 J. Adams & Co., Salcombe.

Herndon, Salcombe
GUIDING STAR W Bark 313 F. L. Yabsley, Salcombe.

R. Ridley, Cremyll
GRAND DUCHESS W Bark 363 (renamed before completion)
JAMES A. MARK R. Mark & Son, Cardiff.

H. S. Trethowan, Little Falmouth
CHARLOTTE PADBURY W Bark 659 W. Padbury, Fremantle, Australia.
1903 CHARLOTTE O. M. Halvorsen, Christiania. Wrecked 24 Feb. 1916
KESTREL W Sch 158 E. Hain, Falmouth.
LADY OF AVENEL W Sch 163 E. D. Anderton, Falmouth.
1925 ISLAND (aux. bgn.) British Arctic Expedition.
VIRGO
LADY OF AVENEL F. S. Jackson, Ilkley. Broken up 1950.
NORMAN W Ctr 37 Rusden Brothers, Falmouth.

Stribley, Padstow
EMPRESS OF CHINA W Bgn 267 Jepps, Lyth & Co., London. Lost 28 Feb.
FORTUNATE W Sch 116 R. H. Williams, Fowey. 1877
JESSIE W Sch 100 Bradshaw & Pilkington, Fleetwood.

John Cox, Bideford
BLANCHE W Bgn 152 P. & L. Tessiers, St. Johns, Nfld.
EETA W Bark 245 W. & J. Smith, London.
JANE W Bktn 216 T. C. Bowring & Co., St. Johns, Nfld.
1876 PETUNIA P. & L. Tessiers, St. Johns, Nfld.

Nevill Brothers, Llanelly
GERTRUDE I Bktn 255 Llanelly Iron Ship Co., Llanelly.
GRIJALVA I Bgn 234 T. Harrison & Co., Liverpool.

Richardson, Swansea
CORSAIR W Brig 246 Richardson Brothers, Swansea.

Warlow, Neyland, Milford Haven
MARINA W Bark 693 J. Shepherd & Co., London.
1886 NORDKAP A. Berge, Farsund.

Owen, Porthmadog
SNOWDONIA W Bark 419 Roberts & Griffiths, London.

Thomas, Carnarfon (Caernarvon)

ION W 3Sch 230 D. Jones & Co., Liverpool.

Bowdler, Chaffer & Co., Seacombe

CARMAICIA I Bark 825 Wm. Nicol & Co., Liverpool.
JUNO I Ship 1414 James Steel, Liverpool. Lost Formby 27 Jan.
SUNBEAM (yacht) (aux.) C 3Sch 334 T. Brassey, London. Scrapped 1930 1884

R. & J. Evans & Co., Liverpool

CARMARTHEN CASTLE I Ship 1468 Richards, Mills & Co., Liverpool. Wrecked Dec. 1886
MISTLEY HALL I Ship 1867 R. Alexander, Liverpool.
1900 ASCENSIONE Enrico Beraldo. Broken up at Genoa 1922
RYDAL HALL I Ship 1864 R. Alexander, Liverpool. Wrecked 12 Oct. 1876

W. H. Potter & Co., Liverpool

ENNERDALE I Ship 1290 J. D. Newton & Co., Liverpool. Abnd. April 1907
LANGDALE I Ship 1302 J. D. Newton & Co., Liverpool.
Wrecked on Carnsore Pt. 27 Sept. 1879 San F. to U. K.
OLD KENSINGTON I Ship 1817 Smith, Bilbrough & Co., London.
CHRISTEL E. C. Schramm & Co., Bremen.

T. Royden & Sons, Liverpool

BRITISH GENERAL I Ship 1810 British Shipowners Co., Liverpool. Hulked 1908
DRYAD I Ship 1069 J. B. Walmsley, Liverpool.
Wrecked Start Bay 12 March 1891 Newcastle to Valparaiso
SABRINA I Bark 792 Builders.
SIMLA I Ship 1324 E. F. Powell & Co., Liverpool. Lost 14 Jan. 1885

Simpson, Glasson Dock

LUNE W Bark 509 H. Payn, Liverpool.

Whitehaven Shipbuilding Co., Whitehaven

ANGERONA I Ship 1292 Lowden & Edgar, Liverpool.
1917 HIPPEN Victor E. Bull, Christiania.
BLENCATHRA I Bark 933 Capt. Nelson. Lost King Is. 3 Feb. 1875
GRETA I Ship 1249 Lowden & Edgar, Liverpool.
1906 FORMICA Chr. Klocker, Arendal.
THIRLMERE I Ship 1777 Fisher & Sprott, Liverpool.
1906 IRMGARD Hansen & Andersen, Larvik. Lost 1910 (?)

R. Williamson & Son, Harrington

JOHN GAMBLES I Ship 1066 Capt. John Gambles, Workington. Lost 1901
PARTHIA I Ship 1063 Wm. Nicol & Co., Liverpool.

Caird & Co., Greenock

BLAIR DRUMMOND I Ship 1521 Thomson & Gray, Glasgow. Lost Grand Bahama
CAPE RACE I Ship 907 A. Lyle & Sons, Greenock. 13 Feb. 1893
1904 ELECTA G. Chiapella, Genoa.
Sunk in wharf construction at Genoa 1922

J. E. Scott, Greenock

ROSSDHU I Ship 1370 Wm. Turner, Greenock. Wrecked Gatico 6 Sept. 1898

Scott & Co., Greenock

OAMARU I Ship 1364 Albion Shipping Co., Glasgow.
1905 FOX Bernard Samuelsen, Arendal. Broken up 1912
TIMARU I Ship 1363 Albion Shipping Co., Glasgow. Hulked Durban

Robert Steele & Co., Greenock

AURORA I Ship 1857 Anderson, Anderson & Co., London. Burned
EURYDICE I Ship 1534 Baine & Johnston, Greenock. Aug. 1875
1896 MAREN Brodr. Bjornstad, Sarpsborg. Broken up 1909.
NIOBE I Ship 1542 Baine & Johnston, Greenock.
Broken up Genoa 1914
ORPHEUS I Bark 1535 J. J. Grieve & Sons, Greenock.

Robert Duncan & Co., Port Glasgow

AUCKLAND I Ship 1308 Albion Shipping Co., Glasgow.
CAITLOCH I Ship 1332 T. O. Hunter & Co., Greenock.
Wrecked Torrlin, Arran 13 Feb. 1895 Java to Greenock
CANTERBURY I Ship 1308 Albion Shipping Co., Glasgow.
Broken up Savona 1926
DUNEDIN I Ship 1320 Albion Shipping Co., Glasgow. Missing 1889
INVERCARGILL I Ship 1310 Albion Shipping Co., Glasgow.
1904 VARG N. A. P. Staubo, Christiania. Missing North Sea 1905
NELSON I Ship 1310 Albion Shipping Co., Glasgow.
Sank in Chacao Canal, Chile in tow 1943
WELLINGTON I Ship 1309 Albion Shipping Co., Glasgow. Abandoned
Dec. 1906

William Hamilton & Co., Port Glasgow

BEN RHYDDING I Ship 1267 Hargrove, Ferguson & Jackson, Liverpool.
OAKWORTH I Ship 1242 Hargrove, Ferguson & Jackson, Liverpool.
Wrecked 1 Sept. 1902

McFadyn & Co., Port Glasgow

ARDENCONNEL I Ship 843 Brymer & Co., Greenock.
KATINKA J. D. Ahlers, Elsfleth.
BATTLE AXE I Bark 648 Burgess, Shaddick & Co., Swansea.
LOCH CREE I Ship 821 D. & J. Sproat, Liverpool.
1904 GIOVANNA B. Giuseppe Bardi, Genoa.
1912 CASTAGNA Lost Cape Cod 17 Feb. 1914
WORKINGTON I Ship 1252 Hargrove, Ferguson & Jackson, Liverpool.
1874 SUFFREN
1875 PORT DE MONTEVIDEO
1877 VALPARAISO A. D. Bordes, Bordeaux.
1900 SACRO CUOR DI GESU Tomaso Gazzolo, Genoa.
1909 GRACIOSA (hulk) Bahia.

John Reid & Co., Port Glasgow

LAMMERMOOR I Ship 1710 Williamson, Milligan & Co., Liverpool.
Wrecked Pt. Reyes

W. Simons & Co., Renfrew June 1882

ALLANSHAW I Ship 1674 Lewis, Potter & Co., Glasgow.
Wrecked Tristan d'Acunha 23 March 1893 Liv. to Calcutta

Barclay, Curle & Co., Glasgow

BERENGARIA I Ship 1394 Hendry, Ferguson & Co., Greenock. Lost Dec.
1884

Barclay, Curle & Co. (Cont.)

BRENHILDA — I Ship 1393 Hendry, Ferguson & Co., Greenock.
1904 INGEBJORG — Hansen & Andersen, Larvik.
ELIZA RAMSDEN — I Bark 415 Samuel Ramsden, Melbourne.
MAIRI BHAN — I Ship 1386 P. McIntyre, London. Wrecked off Bonaire 7 Dec. 1912
THESSALUS — I Ship 1865 A. & J. Carmichael & Co., Greenock. Broken up 1909
UDSTON — I Ship 1764 Potter, Wilson & Co., Glasgow.
1892 ADOLF — E. Schramm, Bremen. Broken up 1912

Charles Connell & Co., Glasgow

CHARLOTTE CROOM — I Ship 1716 W. A. Brown & Co., Glasgow.
ASTRACANA — E. F. & W. Roberts, Liverpool.
1906 NOR — Chr. Christensen, Sandefjord. Missing N. Atlan. Nov. 1916
COUNTY OF PERTH — I Ship 16?? R. & J. Craig, Glasgow. Abandoned on fire Nov. 1874
LOCH ECK — I Ship 1701 J. & R. Wilson, Glasgow.
1897 ADRIANA — Cia. Esplotadora de Lota y Coronel, Valparaiso.
1899 CARLO P — Pollio Fratelli, Castellamare.
1906 MINERAL (hulk) — Montevideo.

Dobie & Co., Govan, Glasgow

BRITISH COMMERCE — I Ship 1463 British Shipowners Co., Liverpool. Sunk in colision 1883
DUMBARTONSHIRE — I Ship 972 Thomas Law & Co., Glasgow. Abandoned off Cape Horn 27 July 1894 Iquique to Channel
MARITANA — I Ship 14?? Singleton, Dunn & Co., Glasgow.
ST. ENOCH — I Ship 1941 W. S. Croudace, Dundee.
SOUTH GLEN — I Bark 616 Lawson Hodgson, Liverpool. Stranded 2 Feb. 1890

John Elder & Co., Govan, Glasgow

CASTLE ROY — I Ship 1754 G. Gilroy, Dundee.
RAVENS HALL
BLAIR ATHOLE — I Ship 1777 Thomson & Gray, Glasgow. Went missing 1893

Alexander Stephen & Sons, Glasgow

BRITANNIA — I Bark 881 D. Watjen & Co., Bremen. Went missing 15 May 1895 South Shields to Valparaiso
G. BROUGHTON — I Bark 828 Peter Iredale, Liverpool. Lost nr Columbia River Oct. 1881
GERMANIA — I Bark 890 D. H. Watjen & Co., Bremen. Aband. 1905

James & George Thomson, Clydebank, Glasgow

DUNOTTAR CASTLE — I Ship 1750 Thomas Skinner & Co., Glasgow. Wrecked off Cure Island, N. Pacific 15 July 1886

Thomas Wingate & Co., Glasgow

CAPE FINISTERRE — I Bark 935 A. Lyle & Sons, Greenock.
1891 HENNY — T. Handorff, Elsfleth.
1913 ADRIATICO — J. S. Sorris & E. D. Tripcovich, Santorin, Greece.
1923 EL KAHIRA — Mustapha Eff. Hokki & Eff. Arselan, Alexandria.
1930 EL FAROUKIEH — Egyptian Government.
1952 BOYS MARINE TRAINING ESTABLISHMENT — Egyptian Government. Lying sunk at Alexandria Nov. 1967. Reportedly scrapped

Thomas Wingate & Co. (Cont.)

CAPE SABLE — I Ship 1480 A. Lyle & Sons, Greenock.
Went missing Jan. 1881 Sunderland to Singapore

CAPE VERDE — I Ship 1786 A. Lyle & Sons, Greenock.
Sunk in colision Hobson's Bay 23 June 1889

McKellar, McMillan & Co., Dumbarton

FIRTH OF CLYDE — I Ship 865 J. Spencer & Co., Glasgow. Missing 1879

SWANSEA CASTLE — I Bark 582 Jacobs Bros. & Co., London.

A. McMillan & Son, Dumbarton

BARGANY — I Ship 1295 John Kerr & Co., Greenock.
1913 MARIO

KILLOCHAN — I Ship 1294 John Kerr & Co., Greenock.

STUART HAHNEMANN — I Ship 2056 Stuart & Douglas, Liverpool. Capsized Apr. 1875

J. & R. Swan, Dumbarton

JESSIE OSBORNE — I Ship 1110 Brown & Co., Glasgow.
1878 MARIPOSA — Millen Griffith, San Francisco.
1882 JESSIE OSBORNE — Brown & Co., Glasgow.
1907 OKTA — Bendix J. Grefstad, Arendal. Wrecked Bluff, N.Z. Sept. 1913

James Geddie (Jr. & Sr.), Garmouth

ABEONA — W Bark 314 A. Hendry, Banff.

CORONELLA — W Bktn 281 G. Lawtie, Inverness.

MOUNTBLAIRY — W Sch 146 A. Bow, Banff.

ROB THE RANTER — W Sch 155 G. Lawtie, Inverness.

W. Kinloch, Kingston-Garmouth

WANDERER — W Bktn 262 Alex. Reid, Leith.

Alexander Spence, Kingston-Garmouth

VISCOUNT MACDUFF — W Bktn 298 W. Anderson, Inverness.

YACHT — W Sch 77 W. Anderson, Inverness.

W. Duthie & Co., Aberdeen

CAIRNBULG — I Ship 1599 Builder.
1898 HELLAS — Finska Angfartygs A/B, Helsingfors.
1902 ALEXANDRA — J. Johansen, Christiania. Abandoned May 1908

Alexander Hall & Co., Aberdeen

AVALANCHE — I Ship 1210 Shaw, Savill & Co., London. Lost Sept.

CALYPSO — I Ship 1061 Shirras & Leslie, Aberdeen. 1877

Walter Hood & Co., Aberdeen

CHARLES CHALMERS — C Brig 187 Aberdeen Commercial Co., Aberdeen.

ROMANOFF — I Ship 1277 A. Nicol & Co., Aberdeen. Wrecked 1917

John Humphrey & Co., Aberdeen

INVERCAULD — W Ship 1320 Richard Connon & Co., Aberdeen.
1886 ORION — Paul B. Larsen, Arendal.

Petrie, Montrose

ORIGEN — W Bark 417 (damaged at launch, renamed before comp.)
1874 VICTOR — J. Warrack & Co., Montrose. Wrecked July 1902

Brown & Simpson, Dundee

MAJU Bark
PERTHSHIRE I Bark 623 Thomas Law & Co., Glasgow.
Wrecked on Blind Is., Falklands 28 Apr. 1885

Dundee Shipbuilding Co., Dundee

DUNSINANE W Bark 303 W. Thomson, Dundee.

Alexander Stephen & Sons, Dundee

BEAR (aux.) W Bark 689 W. Grieve & Co., St. Johns, Nfld.
1885 U.S.R.C. BEAR U. S. Revenue Cutter Service.
1929 BEAR (musuem) City of Oakland, California.
1932 BEAR OF OAKLAND Byrd Antarctic Expedition.
1939 U.S.S. BEAR U. S. Navy.
1948 BEAR Halifax, N.S.
Foundered in tow 19 March 1963 Halifax to Phila.
LOCHEE I Ship 1812 D. Bruce, Dundee.
JOAQUIN PUJOL Joachin Pujol, Barcelona. Broken up Savona 1929

Tay Shipbuilding Co., Dundee

JANE KILGOUR W Bark 262 Robertson Bros., Dundee.

Mitchell, Tayport

REINDEER W Bktn 292 W. Thomson, Dundee.
GAMO

Harland & Wolff, Belfast

BELFAST I Ship 1957 T. & R. Brocklebank, Liverpool.
Broken up Baltimore, Md. 1925
STAR OF BENGAL I Ship 1870 J. P. Corry & Co., Belfast.
Wrecked Coronation Is., Alaska 20 May 1908
STAR OF RUSSIA I Ship 1981 J. P. Corry & Co., Belfast.
1926 LA PEROUSE Hulked New Caledonia 1926

Information on later histories of the following vessels provided by the Editor: (1875) MAJESTIC (1874) ALLANSHAW, BEAR, BRITANNIA, CAITLOCH, CAPE FINISTERRE, CAPE RACE, CARPATHIAN, CLAN MACLEOD, DUMBARTONSHIRE, ENNERDALE, JOHN, LADY OF AVENEL, LOCH CREE, MAIRI BHAN, NELSON, NORTHBROOK, RAVENSTONDALE, ROSSDHU.

IRON AND STEEL SAILING VESSELS BUILT IN GERMANY

(additions to the list on p. 120, LOG CHIPS Vol. II)
Compiled by the Editor

1862 (Builders)
WIELAND Iron Bark 602 Lange, Vegesack
1866
HELENA DONNER Iron Ship 648 Feaber, Hamburg
1868
SMIDT Iron Bark 1672 J. Lange, Vegesack

(additions to the list on p. 106, LOG CHIPS Vol. II)
1953
DEWARUTJI Aux. Steel Bktn. 886 disp. H. C. Stulcken & Sohn, Hamburg
1958
GORCH FOCK (II) Aux. Steel Bark 1760 disp. Blohm & Voss, Hamburg

IRON SAILING VESSELS BUILT IN HOLLAND PRIOR TO 1860
Compiled by the Editor

			1853	(Builders)	
CALIFORNIA	Ship	663	Fop Smit, Kinderdijk		Broken up 1895
HENRIETTA GEERTRUIDA	Bark	492	van Vlissingen & van Heel, Amsterdam		
			1854		
AMSTERDAM	Ship	799	van Vlissingen & van Heel, Amsterdam		
					Went missing 1866
DE MAAS	Ship	724	Fop Smit, Kinderdijk		Went missing 1856
			1855		
TERNATE	Ship	747	Fop Smit, Kinderdijk		Went missing 1871
			1856		
STAD ENSCHEDE	Bark	1856	Kon. Fab. v. Stoom., Amsterdam		
KITTY			Foundered NE of Amoy 7 Aug. 1899		
			1857		
OCEAAN	Ship	930	Fop Smit, Kinderdijk		
1886 ELSA			Broken up in Holland 1895		
PROF. SURINGAR	Brig	282	Gebrs. Schutte, Amsterdam		
1871 JOSEPH					
			1858		
JAN DE WITT	Ship	745	Fop Smit, Kinderdijk		Went missing 1863

Additions and Corrections; pages 11, 12 LOG CHIPS Vol. II

			1862	
PRESTO	Iron Bark	394	Meursing, Amsterdam	
			1867	
NESTOR	Iron hull, not wood			
	Destroyed by fire Junin, Chile 3/4 July 1893			

Additions and Corrections; pages 144-146 LOG CHIPS Vol. I

			1892	
JAN DERKS	Steel Bktn		Martinshoek	
VOORSPOED				Went missing c. 1901
			1895	
HOOGEZAND II	I & S Bgn	238	Niestern & te Velde, Martinshoek	
VOORUITGANG				

Information on OCEAAN and NESTOR provided by Ronald H. van den Bos, Amsterdam

ADDITIONS TO PUBLISHED LISTS OF SAILING VESSELS BUILT IN THE UNITED KINGDOM
Compiled by the Editor

			1878		
THOMAS BOUSTEAD	Iron Bktn	184	Gowan, Berwick		
			1891		
DETLEF WAGNER	Iron Bktn	225	W. Thomas & Sons, Amlwch		Sunk by U-boat
			1893		28 May 1917
CYMRIC	Iron Bktn	226	W. Thomas & Sons, Amlwch		Went missing
			1898		World War II
GAELIC	Iron Bktn	224	W. Thomas & Sons, Amlwch		Lost 25 Feb. 1952

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 2, APRIL 1980 EDITOR NORMAN J. BROUWER

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SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1873

Compiled by John Lyman

Union Co., Hodgson's Mill, Blyth

PIONEER — W Brig 287 P. Lough, Jr., Blyth.

Cole, Newcastle

CAMBRIDGESHIRE — I Ship 1766 G. Marshall, London. Lost Bass Strait 1874
LUCY COMPTON — I Bgn 340 C. Tully & Co., Newcastle. Lost Oporto Jan. 1877

J. Blumer, Sunderland

RAKAIA — I Ship 1057 New Zealand Shipping Co., London.
1892 MARIE — J. N. Robertus, Barth.
1912 RAKAIA — G. H. Condin, Bridgetown, Barbados.
1915 RUTH STARK — Crowell & Thurlow, Boston.
1918 MONTE CARLO — van Hemelrijk, Brest. Lost Aug. 1918

Crown, Sunderland

BOLDON — W Bark 689 J. Crown, Sunderland.
PALLAS — Ulisse Saliari, Syra.
1892 SEBASTIANA — N. Mir & Co., Barcelona. Broken up 1910
DORIS — W Bktn 306 L. Lewis, Aberystwyth. Abandoned 23 Dec. 1892
UMKOMANZI — W Bark 334 J. T. Rennie, Aberdeen. Lost c. 1898
VANORA — W Bark 748 Lumsdon & Byer, Sunderland.

Gardner, North Hylton, Sunderland

ARGO — W Bark 557 Humble & Co., Sunderland. Lost 26 Nov. 1877
FAITH — W Bark 521 J. Smith & Co., Liverpool.
TROFAST — Davidson & Co., Farsund. Went missing Nov. 1892
MEGGIE DIXON — W Bark 497 Richardson, Amble.
GERTRUDE — Chargeurs Reunis. Hulked 1892

Gibbon, South Hylton, Sunderland

CATHERINE MARDEN — W 3sch 312 William Marden, London.
MAY QUEEN — W Bark 314 J. Haddow, Greenock. Wrecked 2 Oct. 1885
RODERICK HAY — W Bark 304 P. A. Nicolson, Liverpool.
1884 HAK LEE — C. F. G. Vandel, Svendborg. Sold at Amoy 1888

Mounsey & Foster, South Dock, Sunderland

EASTERN MONARCH — I Ship 1769 John Patten, Jr. & Co., London.
Abandoned 28 Oct. 1896, enroute Swansea to Callao

RODERICK DHU — I Ship 1723 Williamson, Milligan & Co.
Converted to tank barge. Wrecked 1909

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Pickersgill, Southwick, Sunderland
EDMUND RICHARDSON W Bktn 291 T. Seed, Fleetwood.
PERE JUMEE Tougard Freres, Fecamp. Hulked 1903
INDIANA W Bktn 299 T. Seed, Fleetwood. Foundered 18 March
LUCY VICK W Bktn 307 T. Seed, Fleetwood. 1891
THOMAS C. SEED W Bktn 306 T. Seed, Fleetwood.
1889 MOTA HERMANOS H. P. Brinch, Sonderho. Lost Santo Domingo 27 June 1889

William Pile, Sunderland
BAROSSA I Ship 1019 T. B. Walker, London. Capsized 24 Oct. 1909

Richardson, Sunderland
EMMA SIMS W Bark 417 Sims, Triplett & Co., Plymouth.
1891 CORNELIA G. MICHALAINOS Michalainos & Co., Constantinople.
PAULINE W Bark 486 Beckwith & Co., Newcastle.

Robert Thompson Jr., Southwick, Sunderland
CROWNTHORPE I Ship 847 Livingstone & Briggs, London.
abandoned 21 July 1886

R. Thompson, Deptford, Sunderland
ADELIZA W Bktn 310 G. L. Seed & Co., Fleetwood.
BLACKPOOL W Bktn 305 G. L. Seed & Co., Fleetwood.
CYRENE W Bark 592 G. Foreman, Sunderland.
TAYABY
FAIZ RABHAN Abdul Rahman bin Hajee Mahomed Kazun, Lingah.
broken up 1902
MINSTREL KING W Bark 525 Jacobs & Co., Swansea. Abnd. N. Atlantic 1888

W. Watson, Pallion, Sunderland
BALLOCHMYLE I Ship 1511 McKellar & Meldrum, Greenock. (completed
1897 HEBE B. Hansen, Stavanger. by creditors)
1901 ALBA F. G. Leva, Lussingrande. Hulked 1908 Lussingrande
BARON BLANTYRE I Ship 1700 Jas. McCunn, Greenock.
wrecked in Banka Strait 28 Aug. 1899
NORVAL I Ship 1503 Baine, Johnston & Co., Greenock. Burned March 1882

(yard unknown), Sunderland
CIRCE Ship
lost Cape Verde Islands 18 Oct. 1873

J. Vaux, Naval Yard, Harwich
FELIXSTOWE W Bark 379 builder. Lost Otaki, N. Z. 13 Oct. 1878

Harvey, Clymping, Littlehampton
ANTHRACITE W Brig 209 D. Watney, Littlehampton. Wrecked 14 Oct.
JOHN LIGHTFOOT W Sch 148 J. Wignall, Littlehampton. 1877
LION W Bark 478 Robinson & Co., Littlehampton.
POLLY & EMILY W 3Sch 160 Phillips & Co., Newport. Foundered Jan. 1919

Redway, Sand Quay, Dartmouth
EULIE W Bark 343 J. King, London.

Philip, Dartmouth
CORISANDE W Bktn 199 Baine, Johnston & Co., Greenock.

Date, Kingsbridge
SWIFTSURE W Bktn 235 H. Grant, Salcombe. Sunk 24 Feb. 1882

Jas. Vivian, Kingsbridge
GERALDINE W Bktn 266 W. W. Steer & Co., Salcombe. Foundered 1 Feb. 1916

Henry Harnden, Salcombe
GOLDEN FLEECE W Brig 189 W. S. H(?), Salcombe.

Hill & Son, Cattedown, Plymouth
ELDRA W Bktn 227 Pinkham & Co., Plymouth.
sunk by U-boat 19 Oct. 1917

W. H. Shilston, Coxside, Plymouth
COUNTESS OF DEVON W Bktn 232 builder. Lost 12 Nov. 1907

Alfred Cook, Appledore
LYDIA CARDELL W Bktn 235 W. Geake & Co., Fowey.

John Cox, Bideford
ANNIE MABEL W Bark 302 Morris, Lewis & Co., Shanghai.
wrecked March 1877
CARMELLIA W Bark 197 Holmwood, Row & Co., St. Johns, Nfld.
stranded 9 Sept. 1891

Johnson, Bideford
AUREOLA W Bktn 262 J. Turner, Bideford.
FORWARD W Sch 136 W. R. Pearce & Co., Brixham.

Hill, Bristol
MABEL W Bark 465 builder. Lost 3 Jan. 1886

Nevill Bros., Llanelly
JAMAPA I 3Sch 202 Samuel Baker & Co., Liverpool.
wrecked Cape Verde Islands Aug. 1876

Roberts, Portmadoc
EPHRATAH W Brig 245 G. Jones & Co., Portmadoc.

Jones, Port Dinorwic
A. M. ROWLANDS W Bktn 190 R. Jones & Son, Port Dinorwic.
abandoned 24 Feb. 1880

Evans, Liverpool
KNOWSLEY HALL I Ship 1860 R. Alexander, Liverpool. Went missing 1880

Harland, Liverpool
GRECIAN BEND W Bktn 225 R. J. Swyny, Liverpool.

Royden, Liverpool
BRITISH ADMIRAL I Ship 1808 British Shipowners Co., Liverpool.
wrecked on King's Island 23 May 1874
DEVA I Ship 798 J. B. Walmsley, Liverpool.

REBECCA
1903 CHECCO T. Gazzolo Hulked at Genoa 1915

Royden (cont.)

GLENGARRY I Ship 1849 Alexander & Lott, Liverpool.
abandoned 26 May 1893. Later towed to Calcutta and cond.

VISCOUNT I Ship 1344 J. B. Walmsley, Liverpool.
wrecked Seaham Rocks, Falklands 10 March 1892

Potter & Hodgkinson, Liverpool

BRITISH AMBASSADOR I Ship 1864 British Shipowners Co., Liverpool.
1894 EMILIE E. C. Schramm & Co., Bremen.
DABEJA (Portuguese motor tanker) Broken up 1928

CHRYSOMENE I Ship 1835 H. Fernie & Sons, Liverpool.
1901 ELFRIEDA E. C. Schramm & Co., Bremen.
1915 CLEVEDON J. Hardie & Co., London. (for Admiralty)
hulked at Fremantle 1922. Scuttled Oct. 1930

Whitehaven Shipbuilding Co., Whitehaven

BOOTLE I Bktn 267 G. Nelson & Co., Whitehaven.

DUNMAIL I Ship Fisher & Sprott

ESKDALE I Ship 1285 J. D. Newton & Co., Liverpool.
1904 ELINE S. Naess, Moss. Wrecked 31 Jan. 1912

IRTON I Bktn 267 G. Nelson & Co., Whitehaven.

R. Williamson & Son, Harrington

AIREY FORCE I Ship 1064 J. B. Sprott, Liverpool. Wrecked 17 Jan. 1875

A. Weir, Ayr

BELTREES W Bktn 387 Walter Grieve, Son & Co., Greenock.
wrecked May 1891

Barr & Shearer, Ardrossan

HEBE W3Sch 243 Baine & Johnston, Greenock. Abnd Feb. 1890

Robert Steele & Co., Greenock

HESPERUS I Ship 1859 Anderson, Anderson & Co., London.
1899 GRAND DUCHESS MARIA NIKOLAEVNA Odessa Navigation School, Odessa.
1921 SILVANA London Steamship and Trading Corp., London.
broken up at Genoa 1924

A. McMillan & Son, Dumbarton

THOMASINA MacCLELLAN I Ship 1873 Thompson & Gray, Glasgow.
1905 THOMASINA August Troberg, Mariehamn. Sunk by U-boat 11 June 1915

Duncan, Port Glasgow

MacCALLUM MORE I Ship 1740 J. C. Campbell, London.
1901 ANEMONE
1905 HERO Carl Bech & Co., Tvedestrand. Foundered Jan. 1917

John Reid & Co., Port Glasgow

AMYONE I Ship 1361 Worsley, Battersby & Co., Liverpool.
1898 OCEAN August Troberg, Mariehamn. Wrecked 4 Nov. 1911

JOHN KERR I Ship 1864 A. Lyle & Sons, Greenock. Missing 1880

Scottish I. W. C., Irvine

OCTAVIA W 3Sch 236 Baine & Johnston, Greenock. Lost Aug. 1883

Barclay, Curle & Co., Glasgow

BEN VOIRLICH — I Ship 1540 Watson Brothers, Glasgow.
1902 COGNATI — G. Mortola, Genoa. Hulked at Leith during World War I

BEN CRUACHAN — I Ship 1538 Watson Brothers, Glasgow.
1916 CARMELA (aux. Sch.) E. P. Bayles, Mobile.
hulked in Mexico 1903. Rerigged 1916. Sunk by U-boat 27 July 1917

LOCH MAREE — I Ship 1657 Aitken, Lilburn & Co., Glasgow.
went missing 30 Oct. 1881, Geelong to London

C. Connell, Whiteinch, Glasgow

LOCH ARD — I Ship 1693 Aitken, Lilburn & Co., Glasgow.
wrecked 1 June 1878 Curdice Inlet, Gravesend to Melbourne

Dobie, Govan, Glasgow

GARELOCH — I Ship 1243 P. Rintoul, Son & Co., Glasgow.
abandoned Nov. 1891 Cape Horn, Rio to Iquique

LANARKSHIRE — I Ship 837 Thomas Law & Co., Glasgow.
wrecked 28 Jan. 1901, Leith to Port Elizabeth

SEATON — I Bark 757 P. Iredale, Liverpool.

James Geddie Jr., Garmouth, Kingston

BEAUTIFUL STAR — W Bgn 221 J. Innes, Banff.

James Geddie Sr., Garmouth, Kingston

NORTHERN CHIEF — W Bark 405 W. Anderson, Lossiemouth. Wrecked 4 Dec. 1882

Kinloch, Kingston

SCOTIA — W Bark 328 J. Duncan, Jr., Garmouth. Sunk 11 June 1914

VOYAGER — W Bktn 248 A. Reid, Kingston.
1889 KAREN — F. Hansen, Vejle. Wrecked May 1892, E. C. S. A.

Stephen, Peterhead

COUNTESS OF ERROL — W Bktn 231 W. Baxter, Peterhead.

Alexander Hall, Aberdeen

HOPE — aux. W Bark 452 Hope Seal & Whale Fishing Co., Peterhead.
wrecked 1901

JOHN WALKER — W Smck 78 Shetland Fishing Co., Lerwick.

ROBERT KIRKWOOD — W Smck 78 Shetland Fishing Co., Lerwick.

Walter Hood & Co., Aberdeen

LYDIA — W Bark 377 builders

SAMUEL PLIMSOLL — I Ship 1510 Geo. Thompson Jr. & Co., Aberdeen.
hulked at Fremantle 1904. Scuttled 1945

Brown, Dundee

GLENEARN — I Bark 624 W. O. Taylor & Co., Dundee.
1890 NORDBY — P. N. Winther, Nordby. Lost on Raiatea July 1900

Dundee Shipbuilding Co., Dundee

ARGUS — W Bktn 272 Wm. Thomson, Dundee.

A. Stephen & Sons, Dundee

PROTEUS — aux. W Bark 687 J. & W. Stewart, St. Johns, Nfld.

Tay Shipbuilding Co., Dundee
BARBARA TAYLOR W Bktn 261 J. Jamieson & Co., Greenock. Lost Oct. 1878

John Watt, Dysart
ELIZABETH ROY W Bark 240 Adam Roy & Co., Arbroath.

Roy & Mitchell, Alloa
GRIQUA W Bark 323 Bullard, King & Co., London. Hulked 1910

Adamson, Grangemouth
LADY WINDERMERE W Bark 449 (renamed before completion)
1873 GALERA G. Turnbull & Co., Glasgow. Foundered 21 Aug. 1892

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1872
Compiled by John Lyman

Peter Ogier, Guernsey
UNDAUNTED W Brig 253 W. Bird & Co., Guernsey.

John Crown, Sunderland
EAGLE W Bark 530 C. Hodgson, Sunderland.

James Gardner, Sunderland
CHARITY W Bark 468 J. Smith, Liverpool.
DAVIDE
HELENS W Bark 464 J. Smith, Liverpool.
KISHON W Bark 497 Richardson & Co., Amble.

Gibbon, Sunderland
LIVE OAK W Bark 347 H. Eggleston, Sunderland.

John Gill, Sunderland
JOINVILLE W Bark 519 Briandeau fils & Co., Nantes.
1895 ASTRID Bugge & Olsen, Larvik.

Pearson, Sunderland
CATERINA SEVASTUPOLO W Bark 285 Sevastupolo, Syra.

W. Pickersgill, Sunderland
ELIZABETH TAYLOR W Bark 261 T. Seed, Fleetwood.
GEORGE BOOTH W Bktn 299 T. Seed, Fleetwood.
1893 GEORGE C. O. Jensen, Nakskov. Condemned Arkhangel 1894
VICK AND MEBANE W Bktn 296 T. Seed, Fleetwood.

Wm. Richardson, Sunderland
LJUBIDRAG W Bark 393 Capt. Bielovucich, Ragusa.
TENTADORA

Thompson, Sunderland
OLIVET W Bark 465 Davison & Co., North Shields.
abandoned 21 Jan. 1880

Winlo's Dock, South Shields
ZULU W Bktn 280 Bullard, King & Co., London.

Beeching, Yarmouth
SING TAI W Bark 308 R. E. Love, London.

Smeed, Sittingbourne
ELLEN SMEED W 3Sch 147 G. Smeed, Rochester.
EMILY SMEED W Bktn 299 G. Smeed, Rochester.

R. B. Salisbury, Rotherhithe
ISIPINGO W Bark 326 Bullard, King & Co., London.

John Tolman, Newhaven
BRUNETTE W Bktn 218 De Putron & Co., London.

W. May, Shoreham
BASUTO W Bark 335 Bullard, King & Co., London. Condemned 1893

J. & W. Harvey, Littlehampton
JANE HARVEY W Bark 369 builder. Wrecked Port Elizabeth 30 Aug.
MARY EMILY W Bark 447 H. Beynon & Co., Newport. 1888
SARAH LIGHTFOOT W 3Sch 145 John Wignall & Co., Fleetwood.

J. Ransom, Southampton
LOUISA MALCOLM W Bark 741 builder.

Elias Cox, Bridport
FAIR ROVER W Bark 298 builder.
WILLIAM W Bktn 207 Punton & Co., Harbor Grace, Nfld.

Richard Hill & Son, Plymouth
BRITISH CROWN W Bark 465 builder.
DIOGENEA W Bktn 224 Barao de Fonti Bella Jacintho, St. Michaels.

Thomas Edwards, St. Mary's, Scillies
JANE FAIRLIE W Bark 377 McLaren, Greenock. Lost 1892 in Straits of Magellan

Harvey & Co., Hayle
MILLIE BAIN W Bktn 232 D. W. Bain & Co., Hayle.

John Cox, Bideford
KALMIA W Bgn 173 Tessier, Nfld.
KENTISH LASS W Bark 326 F. & T. Swanzy, London.
ROYAL IRISH W Bark 296 F. & T. Swanzy, London.
SAINTE ROSE W Brig 200 E. Sherries, Falmouth.
1876 DOLLY VARDEN A. W. Tonge, London.

Wapping Dock Co., Bristol
REMUS W Bark 768 J. Buckle, Bristol.

Batchelor, Cardiff
ELLA NICOL W Bark 501 W. Nicol, Liverpool.
KONSTANINOS KRIARAS P. Kriaras, Syra.

Meager, Swansea
STRANGER W Bark 292 builder. Burned Sept. 1878 (?)

Iron Shiphuilding Co., Whitehaven

WASDALE
I Ship 1284 J. D. Newton & Co., Liverpool.
lost in colision with CRAIGMULLEN off Cape Horn June 1878

Williamson & Co., Harrington

ADA IREDALE
I Ship 1032 P. Iredale & Co., Liverpool.
1880 ANNIE JOHNSON Andrew Crawford, San Francisco.
1926 BRETAGNE (aux. 4-masted Sch.) L. Ozanne, Papeete.
abandoned on fire 13 Oct. 1876. Salvaged 9 June 1877.
abandoned S. of Cape Flattery 4 Oct. 1929, B.C. to Suva

Barr & Shearer, Ardrossan

MAGGIE DOUGLAS
W Bark 649 W. D. McJannet, Irvine. Missing 1890
TEXA
W Sch 54 Capt. McDougall.

William Hamilton, Port Glasgow

LOCH DOON
I Ship 812 D. & J. Sproat, Liverpool.
1898 BIRGER
Ths. Isefiaer, Kristiansand. Ashore on French Coast 1898

John Reid & Co., Port Glasgow

CARTVALE
I Ship 1250 Carswell & Davis, Greenock.
wrecked March 1886

LADY BELHAVEN
I Ship 1576 George Adam, Greenock. Wrecked 3 July 1879

Barclay, Curle & Co., Glasgow

ETTRICKDALE
I Ship 1345 J. & A. Roxburgh, Glasgow.
wrecked 11 Oct. 1884

MERMERUS
I Ship 1750 A. & J. Carmichael & Co., Greenock.
broken up 1910

WOODBURN
I Ship 1490 R. Shankland, Greenock.
dismasted and towed into Calcutta Dec. 1893. Broken up

Charles Connell & Co., Glasgow

AMERICA
I Ship 1504 John H. Watts, Glasgow.
1875 LOCH LAGGAN
Aitken, Lilburn & Co., Glasgow.
went missing 1 Oct. 1875, Liverpool to Melbourne

DONA JUANA
Comp Bark 296 A. Martinez, Havana.
ELVIRA CAMINO
broken up 1926

Dobie & Co., Govan, Glasgow

ISLE OF ANGLESEA
I Ship 759 S. Martin & Co., Liverpool.
DRINA
foundered 2 Nov. 1898

LOCH FLEET
I Ship 749 D. & J. Sproat, Liverpool.

Alexander Stephen & Son, Glasgow

ANNA
I Bark 842 D. H. Watjen & Co., Bremen.
went missing 5 May 1892, Liverpool to Batavia

BELLE OF THE NIGER
I Bark 283 G. Eastee, London.
1889 VILLY
O. Hirth, Kolding.
1894 BREUER
Hamburg.
1899 ORKNEY
A. Brodersen, Mandal. Sunk 9 Aug. 1918, N. Atlantic

JOSEFA
I Bark 875 D. H. Watjen & Co., Bremen.
hulked at Townsville, Australia 1913. Scuttled Sept. 1924

Geddie (Jr. or Sr.), Kingston

EARL OF MORAY	W Sch	100	J. Lawtie & Co., Burghead.	
FIERY CROSS	W Bktn	345	W. Anderson, Garmouth.	
JANE STEWART	W Bktn	207	Stewart & Co., Inverness.	
SAINT ATHENS	W Sch	100	A. Mitchell, Burghead.	

W. Kinloch, Kingston

GLEANER	W Bktn	221	A. Reid & Co., Port Gordon.	
GLENDONWYN	W Sch	150	A. Maclean, Buckie.	
OCEAN CHIEF	W Bark	394	builder.	Wrecked 1897

John Duthie Sons & Co., Aberdeen

WILLIAM MANSON	W Bark	366	Fraser & Co., Sydney.	Hulked 1914 at Wellington

Alexander Hall & Co., Aberdeen

ELIZABETH	W Sch	110	J. M. Low, Montrose.	
ROBERT MILLER	W Smck	82	Shetland Fishing Co. Lim., Lerwick.	
VANGUARD	aux. W Bark	323		

Walter Hood & Co., Aberdeen

COLLINGWOOD	I Ship	1064	Devitt & Moore, London.	
			Sunk by U-boat 12 Mar. 1917, Rosario to Christiania	
MILTIADES	I Ship	1495	G. Thompson, Jr. & Co., Aberdeen.	
			Broken up at Genoa 1905	

John Humphrey, Aberdeen

CRYSTAL	W Bark	274	W. & J. Smith, London.	
MONALTRIE	W Ship	1082	R. Connon & Co., Aberdeen.	
J. W. GILDEMEISTER			Gildemeister & Ries, Bremen.	
PORTSOY	W Sch	114	W. McRobbie, Portsoy.	

Dundee Shipbuilding Co., Dundee

CINGALEE	W Bark	350	Chas. Duncan, Dundee.	

Alexander Stephen & Sons, Dundee

BLOODHOUND	aux. W Bark	556	Baine & Johnston, Greenock.	
1874 H.M.S. DISCOVERY			Royal Navy. (sold in 1902)	
1904 BLOODHOUND			Baine, Johnston & Co., St. Johns, Nfld.	
			Lost in St. Mary's Bay, Nfld. 15 July 1917	
ICELAND	aux. W Bktn	423	D. Murray & Son, Glasgow.	
NEPTUNE	aux. W Bark	684	Job Brothers, St. Johns, Nfld.	

Tay Shipbuilding Co., Dundee

BALGAY	W Bktn	228	Robertson & Co., Dundee.	
EDITH MARY	W Bktn	235	Robertson & Co., Dundee.	

John Watt, Dysart

JAPAN	W Bark	410	J. W. Robertson & Co., Dundee.	

Tayport Shipbuilding Co., Tayport

STRATHEDEN	Comp Bark	423	W. Thomson & Co., Dundee.	Wrecked Aug. 1881

Adamson, Alloa

ALLOA	W Bark	709	J. H. Clark, London.	

Harland & Wolff, Belfast
STAR OF GERMANY I Ship 1337 J. P. Corry & Co., Belfast.
GRID Alexander Bech, Tvedestrand.
Hulked at Barbados 1906. Later at Port of Spain, Trinidad

Information on later histories of the following vessels provided by the Editor: (1873) DEVA, GLENGARRY, VISCOUNT (1872) AMERICA, ANNA, BLOODHOUND, ISLE OF ANGLESEA.

NOTE: Newcomers to LOG CHIPS may find the organization of these lists of U. K. launchings somewhat puzzling. They are arranged by shipyard location as follows: British Channel Islands, Coast of England clockwise beginning in the northeast (including the Scillies), Isle of Man, Coast of Scotland clockwise beginning in the southwest, Coast of Ireland clockwise beginning with Belfast.

SAILING VESSEL REMAINS VISIBLE IN NEW YORK HARBOR, AND REGION, APRIL 1980
Compiled by the Editor

Ship

OCCIDENTAL - 1534 tons, built by E. & A. Sewall at Bath, Maine 1874. Converted to barge in 1906. Now lies at Port Johnson, Bayonne, New Jersey; burned to the waterline, but complete to tweendeck beams and lower timber ports. Forward two-thirds of hull is uncovered at low tide.

5-masted Barkentines

CITY OF AUSTIN (later SMITH & TERRY NO. 4) - 2231 tons, built by International Shipbuilding Co. at Orange, Texas 1918. Spent most of active career as schooner barge. Lies at Port Johnson, Bayonne, New Jersey; burned to the waterline. Full length of lower hull is uncovered at low tide.

CITY OF BEAUMONT (later BUCCANEER) - 2014 tons, built by International Shipbuilding Co. at Orange, Texas in 1918. Converted to floating clubhouse in 1927. Later nightclub anchored off Dobbs Ferry, New York. Now lies sunk as protection for shoreline at Hastings-on-Hudson; hull complete but thoroughly deteriorated, with decks and deckhouses caved-in.

MACERATA (later H. W. BROWN) - 2352 tons; same history and current status as CITY OF AUSTIN.

MOLFETTA - 2462 tons, built by International Shipbuilding Co. at Pascagoula, Mississippi in 1920. Later converted to schooner barge. Same current status as CITY OF AUSTIN.

4-masted Barkentine

HERDIS - 1220 tons, built by Richard T. Green Co., Chelsea, Massachusetts in 1917. Re-rigged as four-masted schooner in 1922. Later employed as a schooner barge. Lower hull is exposed at low tide, lying near shore of Charleston, Staten Island.

4-masted Schooners

DUSTIN G. CRESSY - 862 tons, built by Percy & Small at Bath, Maine in 1912. Converted to a Sea Scout headquarters at Hackensack, New Jersey in 1930's. Upper hull burned at some point, and remainder lies sunk at Hackensack with little showing at high tide.

MARGARET THROOP (later BESSIE M. DUSTIN) - 1264 tons, built by Dunn & Elliot at Thomaston, Maine in 1918. Lower hull can be seen at low tide lying beside remains of former fitting out pier on east side of Shooters Island off Mariners Harbor, Staten Island.

MARY T. QUINBY (later ESTELLE KRIEGER) - 1172 tons, built by Washburn Bros. at Thomaston, Maine in 1899. Now lies at Port Johnston, Bayonne, New Jersey; burned to waterline.

PAUL E. THURLOW - 1590 tons, built by Francis Cobb Shipbuilding Co. at Rockland, Maine in 1918. Lies off foot of Houseman Avenue, Mariners Harbor, Staten Island. Hull was largely complete in early 1970's, but fires of unknown origin have now destroyed most of the main deck.

RICHARD T. GREEN - 1467 tons, built by Richard T. Green Co. at Chelsea, Mass. in 1918. Lies sunk off Laurence Harbor, New Jersey, with very little visible at high tide.

3-masted Schooners

CAMDEN - 696 tons, built at Cleveland, Ohio in 1872 for service on Great Lakes. Later employed as a schooner barge on the East Coast. Lower hull is exposed at low tide, lying near shore of Charleston, Staten Island.

HATTERAS - 788 tons, built at Brooklyn, New York in 1865 as a sidewheel steamer. Converted to a schooner in 1882. Later employed as a schooner barge. Current status same as CAMDEN.

2-masted Schooner

NINA W. CORKUM - 138 tons, built at Lunenburg, Nova Scotia in 1922 as a fishing vessel. Was laid up at the Consolidated Shipyard, City Island, in the early 1970's as a private yacht. Later sank, and now lies beached near there.

5-masted schooner barge (steel)

DYKES - 2072 tons, built by Union Shipbuilding Co. at Baltimore in 1919. Designed to carry bauxite from British Guiana for Alcoa, in "horse and cart" arrangement with steamship, but only briefly employed in that trade. Later coastwise coal barge, and New York City sludge carrier. Now lies in slip at South Amboy, New Jersey as storage for waste chemicals.

3-masted schooner barges

BANGO - 2129 tons, built at Quantico, Virginia in 1919. Was lying at a scrapyard at Rossville, Staten Island in early 1970's, with hull largely complete. Has since burned, and remains are largely buried under mounds of pieces of steel vessels currently being cut up.

DEVON - 724 tons, built at Bath, Maine in 1895. Lower hull is exposed at low tide, lying near shore of Charleston, Staten Island.

F. J. BRADLEY (ex-EXETER) - 1780 tons, built at Noank, Connecticut in 1914. Current status same as BANGO.

OSCEOLA - 1621 tons, built at Bath, Maine in 1918. Lies near New Jersey shore behind Ellis Island. Currently being destroyed as part of cleanup for New Jersey's Liberty State Park.

SAILING SHIP NEWS
A Review of Major Events 1960-1980
Compiled by the Editor

1960

PASSAT - German steel four-masted bark (blt. Hamburg 1911, 3181 T.) Laid up at Hamburg since 8 Dec. 1957. Purchased by the Town of Lubeck, for stationary use, and towed to moorings at Travemunde on the Baltic Coast Jan. 5th.

SORLANDET - Norwegian steel full-rigged ship (blt. Kristiansand 1927, 568 T.) Auxiliary engines installed. Last major schoolship to operate without one.

SUOMEN JOUTSEN - Finnish steel full-rigged ship (blt. St. Nazaire 1902, 2397 T.) Former French merchant vessel LAENNEC. Lately schoolship for Finnish Navy. Laid up at Helsinki since 1954. Towed to Abo for use as floating school.

1961

GALATEA - Spanish steel bark (blt. Glasgow 1896, 2700 T. disp.) Naval schoolship. Former British merchant vessel GLENLEE. Withdrawn from active service.

JENNIE D. BELL - American wood three-masted schooner (blt. Bethel, Del. 1898, 194 T.) Lately laid up at Salisbury, Maryland as residence for former captain and wife. Grounded in shallow water near there and abandoned.

KATHLEEN & MAY - British wood three-masted schooner (blt. Connah's Quay 1900, 136 T.) Laid up since previous September. Sold for non-cargo carrying use.

MERCATOR - Belgian steel barkentine (blt. Leith, Scotland 1932, 770 T.) Withdrawn from active service. Converted to museum ship at Antwerp.

MOSHULU - Former steel four-masted bark (blt. Port Glasgow, Scotland 1904, 3116 T.) Originally German merchant vessel KURT. Lately storage hulk at Stockholm, Sweden. Towed to Naantali, Finland for further use.

VASA - Swedish wood full-rigged ship (blt. Stockholm 1627, c. 1300 T. disp.) Major warship of period, which foundered on her maiden voyage. Refloated May 4, for preservation as historic relic.

1962

ALICE S. WENTWORTH - American wood two-masted schooner (blt. South Norwalk, Conn. 1863, 69 T.) Originally cargo vessel. Lately passenger cruise vessel operating south of Cape Cod. Sank at berth at Woods Hole, Mass. Raised and beached there.

GUANABARA - Brazilian steel bark (blt. Hamburg, Germany 1937, 1869 T. disp.) Former German Naval schoolship ALBERT LEO SCHLAGETER. Sold to Portugal and renamed SAGRES.

MABEL - American wood two-masted schooner (blt. Millbridge, Maine 1881, 40 T.) Foundered of Portland, Maine in tow.

MARY DAY - American wood two-masted schooner (83 ft.) Designed for passenger cruise trade on traditional coaster lines. Launched at South Bristol, Maine January 20th.

SAGRES - Portuguese steel bark (blt. Bremerhaven, Germany 1896, 1980 T.) Former German merchant vessel RICKMER RICKMERS. Lately schoolship for Portuguese Navy. Converted to stationary use and renamed SANTO ANDRE.

1963

BEAR - American wood barkentine (blt. Greenock, Scotland 1873, 1675 T.) Veteran of Arctic and Antarctic service. Laid up at Halifax, Nova Scotia since 1948. Foundered in tow 260 miles east of Boston March 19th.

-TO BE CONTINUED-

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 3, JUNE 1980 EDITOR NORMAN J. BROUWER

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SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1871

Compiled by John Lyman

Floating Dock Co., Blyth
CELINE & MADELAINE W Sch 286 Feydt & Verre, Nantes.

G. Robinson, Blyth
MARGARET KNIGHT W Bark 367 Thomas Knight, Blyth.
1879 CONCORDIA J. Harboe, Skelskor.

Union Cooperative Society, Blyth
WATERLOO W Brig 255 J. Marners, Blyth.

Gaddy, Newcastle
LEWIS M. LAMB W Bark 399 Lamb & Co., Newcastle.

South Shields, yard unknown
VIKING W Brig

Bartram, Sunderland
MYRTLE W Bark 417 builders.

J. Blumer & Co., Sunderland
E. J. SPENCE I Bark 537 J. Spence, Melbourne. Hulked. Broken up 1927.
also reportedly lying sunk or beached in Mauritius 1962
LOTHAIR Comp. Bark 643
MORA Sandbach, Tinne & Co., Liverpool.

Briggs, Sunderland
ANN ARMYTAGE W Bark 467 Tweddell & Co., Hartlepool. Aband. March 1885

Crown, Southwick, Sunderland
HOPE W Bark 552 J. & W. Eills, Liverpool.
FAITH W Bark 446 J. & W. Eills, Liverpool. Wrecked 3 Dec. 1872
STRATHEARN W Bark 255 J. C. Cairns, Glasgow.

Douglas, Sunderland
CLAUDIA W Bark 412 Morris & Co., Aberystwith.

Gibbon, Hylton, Sunderland
ALBANY W Brig 306 Foulds & Co., Greenock. Wrecked 9 Dec. 1887
OLIVE W Bark 390 P. D. Wilson, Plymouth. Wrecked 1878

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J. Gill, Sunderland

WARDEN LAW W Bark 477 Gayner & Co., Sunderland.

Pickersgill, Sunderland

ESCALADA W Bktn 257 J. A. de Uribe, Santander.
LEONORA W Sch 259 Thomas Seed. Wrecked 5 Nov. 1872

Pile & Co., Sunderland

UMZINTO I Bark 304 Bullard, King & Co., London. Foundered 1890

Reay, Sunderland

MARION NEIL W Bark 399 Dunlop & Co., Glasgow. Wrecked 5 Sept. 1885

William Richardson, N. Hylton. Sunderland

PARAGON W Bark 387 S. Tandevin, Guernsey.

A. Simey & Co., Sunderland

ANGLESEA LASS W Brig 280 William Thomas, Amlwch. Wrecked 2 Nov. 1872

Thompson, Deptford, Sunderland

PER ARDUA Comp. Bark 787 L. H. McIntyre & Co., Liverpool.
PRINCESS LOUISE W Bark 439 William Eggleston, Sunderland.
VENTUROSA

W. Watson, Sunderland

AUGUSTA ELSA I Bark 376
JUSTINE HELENE C. M. Matzen & Co., Hamburg.
1888 VESTA O. Hirth, Kolding. Went missing May 1889

Smales Brothers, Whitby

MONKSHAVEN Comp. Bark 395 builders. Abnd on fire 28 Sept. 1875

Humphrey, Hull

PERICA W Bark 326 Pearson & Co., Glasgow.

J. Fellows, Southtown, Yarmouth

OLEANDER W Bark 396 Patmore, London.

May & Thwaites, Kingston, Shoreham

BRIGHTON W Bark 431 Wade & Co., Shoreham.
LOTUS W Sch. 116 W. Siveriought, Arbroath.
MARINER W Brig 298 John Sharp & Co., Shoreham.

J. & W. Harvey, Clymping, Littlehampton

CLYMPING W Bark 361 builders.
ISABELLA W Bark 352
PRINCE HASSAN W Bark 418 Goodchild & Co., Shoreham.
UNA W Bark 352 Robinson & Co., Littlehampton.

Date, Kingsbridge

MORNING STAR W Bktn 280 Yabsley & Co., Salcombe.

Ridley, Plymouth

FANNY BRESLAUER W Bark 270 Breslauer & Co., London.

W. Shilston, Coxside, Plymouth
ROSE OF DEVON W Bark 408 builders.

John Cox, Bideford
PLANTER W Bark 267 J. Brodie, London.

John Johnson, Bideford
ARETAS W Bark 256 builders.
JOHN CLARK W Sch 104 Isaac & Co., Fowey.

Westacott, Barnstable
BESSIE WATERS W Smk 60 J. Waters, Padstow.
ELECTRIC W Smk 52 W. Stoate, Watchet.
STANDARD BEARER W Bark 511 Burgess & Co., Swansea. Abnd. 5 June 1881

Alfred Cook, Appledore
AEMULATIO W Bark 271 W. & J. Smith, London.

J. & H. Peters, Bristol
AGNES W Bktn 287 Capt. R. F. Edgell.

Evans & Co., Aberystwith
IVANHOE W Bark 346 builders.

Bowdler, Chaffer & Co., Seacombe
BACCHANTE I Sch 65 Woodhouse, Liverpool.
SYRINGA I Bgn 242 Gann Brothers, Whitstable.

Iron Shipbuilding Co., Ltd., Whitehaven
JASPER I 3Sch 188 Capt. George Nelson.
PATTERDALE I Ship 1270 J. D. Newton & Co., Liverpool.
went missing March 1902

Williamson, Harrington
DOVENBY I Ship 871 Iredale, Liverpool.
sunk in colision with ARGOMENE 4 Aug. 1890
HUGH EWING I Bktn 192 Paterson & Co., Whitehaven. Lost 13 Aug.
VALLEJO I Bark 690 J. Gambles, Workington. 1886
1900 AMICIZIA A. Molfino, Genoa. Broken up at Genoa 1909

Troon Shipbuilding Co., Troon
NARIVA W Bark 511 Turnbull & Co., Glasgow.
WILLIAM GILMORE W Sch 119 E. Porter & Co., Fleetwood.

Irvine Shipbuilding Co., Irvine
ALICE CROOKHALL W Sch 137 J. Wignall, Fleetwood.
DONA LUISA W Bark 278 Martinez & Co., Havana.
ERNEST & MARTHE
DONA LUISA S. Guard, Bideford.
HUMBERTO A. P. Ramalheira, Lisbon.
MARY GRACE W Sch 63 C. Waterson, Castletown, I.O.M.

Steele, Greenock
LAKE SIMCOE I Bark 350 A. Rintoul, Glasgow. Rerigged Bktn 1892
went missing 17 Nov. 1915, Naples to St. John's, Nfld.

John Reid & Co., Port Glasgow

JUAN FERRIN — I Bark 419 John Clapperston & Co., Greenock.
COLMONELL — I Ship 1255 J. Kerr & Co., Greenock.
1874 CAPE WRATH — A. Lyle & Sons, Greenock.
1891 LINA — C. Paulsen, Elsfleth.
1898 FLORIDA — N. B. Broward, Jacksonville. Sunk as barge 29 Aug.
CULZEAN — I Ship 1633 J. Kerr & Co., Greenock. 1912
lost 21 Nov. 1881, in tow Dundee to Glasgow
KILKERRAN — I Ship 1258 J. Kerr & Co., Greenock.
burned at Totorabillo 27 Sept. 1888, Newcastle, NSW to Coquimbo

Barclay, Curle & Co., Whiteinch, Glasgow

STRATHEARN — I Ship 1784 J. & A. Allan, Glasgow.
1892 HENRIETTE — E. C. Schramm, Bremen.

Alexander Stephen & Sons, Linthouse, Glasgow

ANNA — I Bark 842 D. H. Watjen & Co., Bremen.
went missing 5 May 1892, Liverpool to Batavia
CANOPUS — I Bark 867 W. A. Fritze, Hamburg.

Geddie, Garmouth, Kingston

AFRICAN BELLE — W Bgn 122 Capt. W. Harrison, Cape Town.
LARK — W Sch 83 Mitchell & Co., Aberdeen.
VIGILANT — W Bktn 303 John Duncan Jr., Garmouth.

Stephen, Peterhead

JESSIE McDONALD — W Bktn 296 A. McDonald, Peterhead. Lost 1 Oct. 1887

Duthie, Sons & Co., Aberdeen

MERCURY — W Bktn 366 George Emslie & Co., Aberdeen.

Alexander Hall & Sons, Aberdeen

HOKITIKA — I Bark 293 Spence Bros. & Co., Melbourne. Lost 20
JUAN DE LA VEGA — W Bgn 172 Vega-y-Viega, Corunna. Nov. 1872

Humphrey, Aberdeen

LOCHBULIG — W Bktn 334 J. Morris, Birkenhead.

Alexander Stephen & Sons, Dundee

COMMODORE — aux. W Bark 427 John Munn, Harbor Grace, Nfld.
EAGLE — aux. W Bark 506 Newfoundland Sealing & Whaling Co.
RANGER — aux. W Bark 520 Bowring Brothers, St. John's, Nfld.
WOLF — aux. W Bark Walter Grieve. Lost 1896

Hawthorns, Granton

HAWTHORN — W Bark 307 Capt. W. Brown, Arbroath.

Adamson, Leith

PEGGIE DOY — W Bark 260 T. Adamson, Alloa.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1870

Compiled by John Lyman

Robinson, Blyth

HARVEST QUEEN W Bark 335 Robert Bell & Co., Blyth.

Union Cooperative Shipbuilding Co., Blyth

CAMBOIS W Brig 271 Thomas Gray, N. Shields.

Middle Dock Co., South Shields

HAWKHOPE W Bark 346 builders. Lost 20 Jan. 1882

Redhead, Softley & Co., South Shields

BORDER CHIEF I Ship 1055 Henry Adamson & Son, London.
ANNA I Bark 400? Belgian.

William Adamson, Sunderland

CHING-TOO W Bktn 304 builders.
MARY ANN W Bktn 236 builders.
ZEA W Sch 201 builders.

Barker, Sunderland

SAINT ANTOINE W Bark 416 J. M. Cairo, Nantes.

George Bartram & Son, Sunderland

CEYLON W Bark 410 John H. Barry & Co., North Shields.

Robert Scott Briggs, Sunderland

BETHANY W Bark 375 Robert Richardson & Co., Sunderland.
wrecked 9 March 1877
BRIDE Comp. Ship 830 builders.
HUGO Joh. Boysen, Kristiansand.

Chilton & Co., Hylton, Sunderland

CUMBERLAND W Bark 347 Thomson & Co., London.
DAYLIGHT W Bark 345 W. Rawell, Sunderland.

John Crown, Sunderland

DIEGO MARIA DE BOLIVAR W Bark 425 L. de Bolivar, Coruna.
1876 ROCKHAMPTON W. H. Sunley, London.
MARIA W Bark 411 A. Galotala, Procida.
ROSLAND W Bark 248 J. Davies, Aberystwith.
SESAME W Sch 177 Hill & Co., London.
SOUTHWICK W Bark 461 builders.
1882 FELICITE F. Lervy, Le Havre. Condemned 1888

Gibbon, Sunderland

ELIAS LOUKATOS W Brig 298 Loukatos Brothers, Cephalonia.
POLYKRATES
MELEK
TRIUNE W Bark 385 Thomson & Co., London.

John Gill, Pallion, Sunderland

CELORIO W Bark 281 Gallo y Hijo y Hazas, Santander.
CLAIRELLEN W Bark 448 W. A. Guesdon, London.
HUMBLETON W Bark 420 Gayner & Co., Sunderland.
OFFERTON W Bark 538 Gayner & Co., Sunderland.

Hodgson, Garner & Co., Hylton, Sunderland

DAVINA W Bark 447 J. Smith, Liverpool.
ELIZABETHS W Bark 391 G. Oates, Sunderland. Abnd 1 Mar. 1891

Hutchinson. Sunderland

JULIE I Bark 496
JUNO I Bark
LAPWING W. J. Hodgetts, Liverpool.
JUPITER I Bark 720 J. Steel, Liverpool. Hulked 1914 broken up at Genoa 1915

Liddle, Sunderland

ETHEL ANNE W Snow 241 Jones & Co., Aberystwith.
JAMES THOMSON W Bark 348 Thomson & Co., London.

Lister, Sunderland

GIFT W Bark 297 Cummings & Co., Bristol.

Metcalf, Sunderland

ELIZABETH CHILDS W Bark 411 G. Childs, Sunderland.
ELIZABETH

Mills, Sunderland

RUTH W Bark 468 W. Kish, Sunderland.

T. R. Oswald & Co., Sunderland

MEROPE Comp. Ship 1082 Shaw, Savill & Co., London.

Pickersgill, Sunderland

BERWICKSHIRE W Bark 533 George Traill & Sons, London.
BRILLIANT STAR W Bktn 200 Thomas Seed, Fleetwood.

Pile, Sunderland

CORINTH Comp. Bark 686 T. B. Walker, London. Burned Feb. 1890
LAIRA I Bark 492 R. Hill, Plymouth. Hulked Melbourne still there 1956

Reay, Sunderland

WITNESS W Bark 396 Henry Eggleston, Sunderland.

Richardson, Sunderland

CVJET W Bark 380 Capt. N. Bielovucich, Ragusa.

Robinson, Sunderland

KHEDIVE W Bark 410 Tweddell Jr., Hartlepool.
SUZERAIN W Bark 416 Hick & Co., Scarborough.

G. Short, Sunderland
NENUPHAR W Bark 407 Morgan & Co., Sunderland.
PROSIT Chr. Aug. Printz, Tonsberg. Condemned May 1894
STAFFORD W Bark 342 W. Watson, Sunderland. Missing 1871

Spowers, Sunderland
SEA SPRAY W Brig 299 Capt. M. H. Elliott, Blyth. Burned 26 Sept. 1879

Richard Thompson, Sunderland
DEXTEROUS W Bark 400 G. & J. Robinson, Littlehampton. Lost
HARRIET W Bark 388 Feb. 1882
1872 OQUENDO Olaquibel, Bilbao.
JOHN POTTS W Bark 391 John Potts, Sunderland.
PEACE W Bark 366 J. Hedley, Blyth.

William Watson, Pallion, Sunderland
ULPIANO I Bark 348 U. de Ondaza, Bilbao.
YARRA I Bark 482 R. Cresswell, London. Lost 16 Jan. 1884

Potts, Seaham
ROBERT & MARY W Brig 285 K. Mushens, Sunderland.

M. Pearse & Co., Stockton
GERS I Ship 722 A. D. Bordes, Bordeaux.
SEINE I Ship 722 A. D. Bordes, Bordeaux.
ARTURO
CELIA

Harkess, Middlesborough
W. H. HARKESS Comp. Bark 499 W. Graham Jr., Newport. Burned 8 June 1884

Turnbull & Son, Whitby
KING ARTHUR W Bark 422 builders.
HAZEL HOLME Hine Brothers, Maryport.

yard unknown, E. Greenwich, London
ASIA I Sch 231 A. H. Goschen. Wrecked 16 Oct. 1870

Finlay, Cubitt Town, London
TOBAGO W Bark 299 A. Gillespie & Co., London.

Maudsley, Son & Field, E. Greenwich, London
BLACKADDER I Ship 970 J. Willis & Sons, London.
lost at Bahia 9 April 1905, arriving from Barry
HALLOWEEN I Ship 971 J. Willis & Sons, London.
lost at Salcombe 17 Jan. 1887, Foochow to London
FEDALMA I Bark 478 Scrutton & Co., London.

Salisbury, Rotherhithe, London
DURBAN W Bark 332 Bullard, King & Co., London. Aband. 1887

Walker, Deptford Dockyard, London
LOTHAIR Comp. Ship 824 builders.

William May, Shoreham
ENSIGN W Bark 315 Thomas Gates & Co., Shoreham.
BANERET
EURUS W Bark 346 H. Adams & Co., Shoreham.

Harvey, Littlehampton
MENAM W Bark 350 E. W. Madams. Missing Aug. 1871
WAVE QUEEN W Bark 325 Gates & Co., Shoreham.

Bartlett, Southampton
LORD PALMERSTON W Ship 829
ANDREW REID T. Dunlop, Glasgow.

Cox, Bridport
JANE RICHARDSON W Bark 269 W. Dart & Co., Brixham.
JESSY W Bgn 162 Job Brothers, Liverpool.

Holman, Topsham
SILURIAN Comp. Bark 499 Clarke, London.

Upham, Brixham
NEPTUNE'S CAR W Brig 218 Pike & Co., Brixham.

Date, Kingsbridge
POLLY W Bark 335 Hurrel & Co., Salcombe.

Evans, Salcombe
ENDYMION W Brig 251 Balkwill & Co., Salcombe.

Vivian, Salcombe
MARLBOROUGH W Bark 310 Jarvis & Co., Salcombe.

Joseph Banks, Plymouth
NIMROD W Ship 1127 Morris & Co., Plymouth.

W. F. Moore, Plymouth
FLORENCE W Bark 436 builders.
HEDDA

H. Trethowan, Falmouth
FERDINANDE W Bktn 242 builders.

John Edwards, Scilly
DAVID AUTERSON W Bktn 256 Webber & Co., Scilly.

Harvey,Hayle
GIRL OF THE PERIOD W Bktn 226 Glasson & Co., Penzance.

Cox, Bideford
CUEREO W Bark 266 T. Johnson, Bristol.
MAGGIE W Bgn 161 J. Brodie, London.

Batchelor, Cardiff
GLAMORGANSHIRE W Ship 801 T. Scott, Sunderland.
MIE FIGLIE

Nevill Brothers, Llanelly

MARIE ANGE I Bark 295 Buesnel, Lequesne & Co., Jersey.

Gaddarn, Neyland

DENBIGHSHIRE W Bark 504 J. Jenkins, London.
OMONIA
IRIN

Laird, Birkenhead

ACONCAGUA I Ship 712 A. D. Bordes, Bordeaux. Missing 1890
ALMENDRAL I Ship 712 A. D. Bordes, Bordeaux.

Bowdler, Chaffer & Co., Liverpool

SPINDRIFT I Bktn 219 Gann Brothers, Whitstable. Lost Dec. 1870

R. & J. Evans, Liverpool

CARDIGAN CASTLE I Ship 1233 David Richards & Co., Liverpool.
VESTRE MOLAND
CARNARVON CASTLE I Ship 752 Davies & Co., Liverpool.
went missing 2 Nov. 1894, Huanillos to Channel
HARLECH CASTLE I Ship 1112 Charles Cole. Missing May 1870

Liverpool Shipbuilding Co., Liverpool

BROUGHTY CASTLE I Ship 1275 Gilroy Brothers & Co., Dundee.

W. C. Miller & Sons, Garston, Liverpool

ENRIQUE I Bark 482 M. A. Garcia, Bilbao.

Thomas Royden & Sons, Liverpool

EATON HALL I Ship 1860 R. Alexander, Liverpool.

R. Williamson & Son, Whitehaven

JANE WILLIAMSON W Brig 188 builders. Sunk by U-boat Sept. 1917

K. Williamson, Harrington

SARAH BELL I Ship 866 J. Bell & Co., Liverpool.

R. Steele, Greenock

HAMPSHIRE Comp. Ship 1214 Money Wigram & Sons, London.

Laurence Hill & Co., Port Glasgow

GERALDINE PAGET I Ship 1258 J. C. Campbell, London. Lost 14 Oct. 1881
SIKH I Ship 1229 Alexander Russell, Greenock.

McCulloch, Paterson & Co., Port Glasgow

FIRTH OF CLYDE I Bark 693 A. & J. Brown, Greenock. Lost 9 July 1871
LOCH DEE I Bark 726 D. & J. Sproat, Liverpool.
LOCH URR I Bark 731 D. & J. Sproat, Liverpool.
went missing 5 July 1893, Shields to Valparaiso
VALE OF NITH I Bark 697 John Hay & Co., Liverpool.
TERESA G.
1905 JONE II hulked at Buenos Aires 1909

John Reid & Co., Port Glasgow

OCEOLA — I Bark 895 Alexander Ramage & Co., Liverpool. sunk Nov. 1871

BENMORE — I Ship 1530 Nicholson & McGill, Liverpool. hulked at Dartmouth, N.S. 1918. towed to St. Thomas, V.I. 1921. refitted as bark at Norfolk 1924. sold for breaking up 20 May 1925

Aitken & Mansel, Whiteinch, Glasgow

BIO-BIO — I Ship 706 A. D. Bordes, Bordeaux. Missing 1888

MAIPU — I Ship 681 A. D. Bordes, Bordeaux. Missing 1872

Barclay, Curle & Co., Glasgow

CITY OF CORINTH — I Ship 1276 George Smith & Sons, Glasgow. lost off Isle of Wight 9 March 1888

JASON — I Ship 1512 A. & J. Carmichael, Greenock. wrecked at Eastham, Mass. 5 Dec. 1893, Calcutta to Boston

LAKE MICHIGAN — I Ship 930 Canada Shipping Co., Glasgow.

NOLA — I Bark 518 J. Kelso, Glasgow.

Charles Connell & Co., Glasgow

AFRICA — I Ship 1444 John H. Watt, Glasgow. Missing 1871

AILSA — Comp. Ship 1112 Samuel Sandbach Parker, Liverpool.

COUNTY OF LANCASTER — Comp. Ship 1043 R. & J. Craig, Glasgow.

1886 FUTTEL RAHAMAN — Gooloom & Suliman, Muscat.

1892 FATHAL RAHMAN — Salembin Abdullah, Muscat. Lost 1908

Dobie & Co., Govan, Glasgow

ANTONIN — I Ship 719 A. D. Bordes, Bordeaux. went missing 22 July 1891, Shields to Iquique

ARGYLESHIRE — I Ship 737 Law & Taylor, Glasgow. wrecked on Jason Flat, F.I. 17 June 1893, Glasgow to Valparaiso

DUNLOE — I Ship 704 T. P. Hunter & Co., Greenock. hulked at Melbourne. scuttled off Port Philip Heads July 1947

GARONNE — I Ship 692 A. D. Bordes, Bordeaux. Missing 1871

TARAPACA — I Ship 720 A. D. Bordes, Bordeaux. Lost 1882

J. G. Lawrie, Whiteinch, Glasgow

LOCH LEVEN — I Ship 1200 John P. Kidston, Glasgow. lost on King's Island, Bass Strait, 24 Oct. 1871, Geelong to London

LOCH LOMOND — I Ship 1249 John P. Kidston, Glasgow. went missing 16 July 1908, Newcastle, NSW to N.Z.

Alexander Stephen & Sons, Kelvinhaugh, Glasgow

CITY OF SPARTA — I Ship 1254 George Smith & Sons, Glasgow.

FLORENCE STELLA — S. Goldberg & Sons, Swansea.

1900 STAUT — Jean B. Linaae, Sandefjord.

sunk by German raider MOEWE 3 Feb. 1917

LIMA — Comp. Bark 858 D. H. Watjen & Co., Bremen.

MAGGIE TRIMBLE — I Ship 820 R. G. Sharp, Liverpool.

WEIWERA

GABRIELLA — A. Calabrese, Bari.

Alexander Stephen & Sons (cont.)

SYDENHAM	I	Ship	1120	Luscombe, London.
VALENTINE ET HELENE	I	Bark	660	
VIRGINIA	I	Bark	853	D. H. Watjen & Co., Bremen. Lost 1880

Archibald McMillan & Son, Dumbarton

ARDENTINNY	I	Bark	394	R. & W. Douglas, Glasgow. Missing 1883
BIRDSTON	I	Ship	739	A. W. Singleton, Glasgow.
1898 IVAR AASEN				J. A. Henschien, Lillesand.
DUNCRAIG	I	Ship	740	Finlayson, Glasgow.
GLASLYN	I	Bark	387	Spence, London.
JESSIE	W	Sch	85	Alexander McLennan, Glasgow.

Scott & Linton, Dumbarton

LINN FERN	Comp.	3Sch	176	
JESSIE STEVENSON				

Geddie, Garmouth

GARMOUTH	W	Bktn	208	Geddie, Jr., Garmouth. Missing 1880

Kinlock, Garmouth

CLANSMAN	W	Bark	382	Robert Anderson, Banff.
JANET HOLT	W	Bark	348	John McDonald, Glasgow.
DAGMAR				C. Bentsen, Mandal.

Spence, Garmouth

MAY QUEEN	W	Bgn	277	Alexander Spence. Wrecked 14 Feb. 1872

John Duthie & Sons, Aberdeen

MARY BLAIR	W	Bktn	322	J. Ewan & Co., Sydney.

Alexander Hall & Sons, Aberdeen

LUFRA	Comp.	Ship	705	William Anderson & Co., Banff.
1897 LETIZIA				

Walter Hood & Co., Aberdeen

AVIEMORE	W	Ship	1147	William Henderson, Aberdeen.
LEUCADIA	I	Ship	945	A. Nicol, Aberdeen.
EDWARDINA				

J. Humphrey & Co., Aberdeen

LUNAN	W	Brig	263	Lorris, Lewis & Co., Shanghai.
CRAIGENDARROCH	W	Ship	1005	Richard Connar & Co., Aberdeen.

Birnie, Montrose

CELURCA	W	Bark	364	Robert Gibbons, Montrose.

Dundee Shipbuilding Co., Dundee

EUCLID	W	Bark	481	William Thompson, Dundee.

Alexander Stephen & Son, Dundee

HECTOR	aux. W	Bark	473	Job Brothers, Liverpool.
WOODLARK	Comp.	Ship	917	builders.
GUDNY				

Tay Shipbuilding Co., Dundee

IONA W Bark 392 Robertson, Dundee.

John Watt, Dysart

CHINA W Bark 358 James W. Robertson, Dundee.

John Scott & Sons, Inverkeithing

SWIFTSURE I Bark 793 J. & T. Scott, Inverkeithing. Missing 1870

Adamson, Alloa

CUBA W Bark 332 T. Adamson, London.

VIOLET W Bark 372 Fleming & Co., Greenock. Wrecked 6 Aug. 1870
(apparently launched as ALLOA PARK)

Information on later histories of the following vessels provided by the Editor: (1871) ANNA, DOVENBY, LAKE SIMCOE, PATTERDALE (1870) BENMORE, CARNARVON CASTLE, CITY OF SPARTA, DUNLOE, HALLOWEEN, LAIRA, LOCH LEVEN.

SAILING SHIP NEWS
A Review of Major Events 1960-1980

1963 (cont.)

BLUENOSE II - Canadian wood schooner (112 ft.) Replica of famous fishing and racing schooner built in 1921; launched at Lunenburg, Nova Scotia July 24.

DOM FERNANDO - Portuguese wood frigate (blt. Port. India 1843, 1850 T. disp. lately stationary training ship at Lisbon. Severely damaged by fire.

FALLS OF CLYDE - American hulk, formerly four-masted full-rigged ship (blt. Port Glasgow, Scotland 1878, 1809 T.) Last used as fuel depot at Ketchikan, Alaska. Purchased by Bishop Museum, Honolulu for use as museum ship. Towed from Seattle to Honolulu, leaving October 28 on 22-day crossing.

L. A. DUNTON - American wood fishing schooner (blt. Essex, Mass. 1921, 103 ft.) Purchased by Mystic Seaport Museum, Mystic, Connecticut October 8.

LIBERTAD - Argentine steel full-rigged ship (aux.) (blt. Rio Santiago, Arg. 1953-1960, 3765 T. disp.) Training ship for Argentine Naval Academy. Sailed on six-month maiden voyage to Europe.

ORMOSA, ex-FORMOSA - Former British iron full-rigged ship (blt. Port Glasgow, Scotland 1883, 1651 T.) Hulk at Gibralter since 1925. Renamed in 1939. Sold for breaking up in Italy.

1964

ALMIRANTE SALDANHA - Brazilian steel four-masted topsail schooner (blt. Barrow-in-Furness, England 1933, 2815 T. disp.) Training ship for Brazilian Navy. Converted to motor research vessel.

KAIULANI - Barge, former steel bark (blt. Bath, Maine 1899, 1699 T.) Used to transport logs in Philippines since 1948. Presented to United States by Philippine Government. To be restored as museum ship at Washington, D.C.

L. A. DUNTON - (see 1963) Arrived at Mystic Seaport in March.

SEUTE DEERN - German wood bark, former U.S. four-masted schooner (blt. Gulfport, Miss. 1919, 767 T.) Lately youth hostel at Delfzijl, Holland under name PIETER A. KOERTS. Towed to Emden, Germany for conversion to floating restaurant Dec.

SHENANDOAH - American wood topsail schooner (172 T. disp.) Built for passe. cruise trade on lines of Revenue Cutter JOE LANE of 1849. Launched at South Bristol, Maine February 15.

-TO BE CONTINUED-

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 4, AUGUST 1980 EDITOR NORMAN J. BROUWER

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SAILING SHIP NEWS.....

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1869

Compiled by John Lyman

de la Mare, Guernsey

EUREKA W Brig 242 Tandevin & Co., Guernsey.

James Sebire & Co., Guernsey

WATCH W Bgn 294 builders.

Floating Dock Co., Blyth

HARBOTTLE W Bark 319 John Straker, Newcastle.

LA BONNE INVENTION W Bark 359 A. McLaren & Co., Greenock.

Robinson & Co., Blyth

KILLARNEY W Bark 432 George D. Dale, North Shields. Hulked Brisbane 1896

Smith, North Shields

SALLY I Bark 296 Thomas Farlam & Co., North Shields.

Mitchell, Newcastle

HAIDEE I Bark 758 John A. Simpson, Leith.

1902 EUROPA E. Treglia, Castellamare. Broken up 1904

Schlesinger, Davis & Co., Wallsend, Newcastle

RIVER NITH I Ship 1128 Hargrove, Ferguson & Jackson, Liverpool.

1898 KINN M. F. Stray, Kristiansand.

Redhead Softley & Co., South Shields

CORNUVIA I Ship 799 Henry Wilson, London.

1898 ROSARIO Salvatore Mazzella di Stelletto, Naples. Broken up Naples 1907

THEODORE ENGELS I Bark 499 T. C. Engels, Antwerp.

VILLE D'ANVERS I Bark 476

BESSEL C. H. H. Winters, Elsfleth.

Wilsons, South Shields

BRITOMART W Bark 500 James Wilson, South Shields.

CTAC

PROPHETA

W. Adamson, Sunderland

FLUELLIN W Bark 508 William Adamson, London.

STANFIELD W Bark 570 William Adamson, London.

Allan, Sunderland

CAROLINE W Bark 350 James Harry, Liverpool.

LOG CHIPS Supplements are published under the sponsorship of the National Maritime Historical Society. Additional copies may be purchased at $2.00 each by writing to the Society; 2 Fulton Street, Brooklyn, New York 11201

S. P. Austin & Son, Sunderland

CHOICE W Bark 394 Thomas Hicks, Scarborough.

Barkes, Sunderland

MARY ANN W Bark 301 John Gibbon, South Shields.

Barkley, Pallion, Sunderland

MARY SMITH W Brig 157 John Tweddell, Jr., Hartlepool.

RAYS OF LIGHT W Bark 287 William Burnett, Sunderland. Wrecked 5 Aug. 1877

Bartram, Sunderland

HALIA W Bark 378 Richard Humble. Sunderland.

Blumer & Robson, Sunderland

ABBEY HOLME I Bark 516 Nicholson & Co., Liverpool. Broken up c. 1893

CITY OF AUCKLAND I Bark 780 Stuart & Simpson, London. Wrecked 22 Oct. 1878

W. Briggs & Son, Sunderland

YSUSQUIZA W Bark 447 N. Oliquives, Bilbao.

Crown, Sunderland

ALEJANDRO W Bark 436 A. Rodrigues, Bilbao.

SATSUMA W Bark 356 William R. Abbey, Sunderland.

John Davison & Co., Sunderland

LAUREL W Bark 336 Thomas Anderson, Sunderland. Lost 28 Mar. 1878

NEPTUNE W Bark 387 William Davison, North Shields.

W. Doxford & Sons, Pallion, Sunderland

ARINA I Sch 249 Ylurriaga, Bilbao. Wrecked Caribbean 10 Aug. 1892

COSMOPOLYTA SERITA

1912 ANGELINO G. Lubrano di Scampamorte, Naples. Broken up Genoa 1916

GARNOCK I Bark 677 David Hunter, Ayr. Lost Staten Is. 25 May 1887

PEPITA I Bktn 241 de Zuric'ldy, Bilbao.

FLORA

TAMESA Comp. Ship 713 Richard Jolly & Son, London.

Gibbon, North Hylton, Sunderland

CLIFTON W Bark 365 George C. Packet, Sunderland. Hulked N. Zealand

ELLIOTTS W Snow 285 James Elliott, Sunderland. Wrecked April 1883

James Hardie, Southwick, Sunderland

DONA FELICIANA W Bark 534 de Olaquiv'l, Bilbao.

Hodgson, Sunderland

HERMON W Bark 391 William Davison, North Shields. Lost 19 Jan. 1888

Iliff, Mounsey & Co., Sunderland

AMITY I Bark 519 E. T. Gourley, Sunderland.

OLGA

CARMEN

SANT' ANTONIO G. Lubrano di Scampamorte, Naples. Lost off Port Eliz. 14 Nov. 1903

Iliff, Mounsey & Co., Sunderland (Cont.)

ASTERION I Bark 509 Robert H. Penney, Shoreham. Hulk Sweden 1908
AURIGA I Bark 518 Robert H. Penney, Shoreham.
Hulked Sydney 1914. Later at Melbourne. Broken up 1930
IONE I Bark 520 Francis Ritson, Sunderland. Broken up 1926
also reportedly lying beached or scuttled in Mauritius 1962
MARIE I Bark 544 A. Viale, Marseille.
SELIM I Bark 723 J. Simpson, Leith.
SPIRIT OF THE SOUTH I Bark 517 George R. Briggs, London.
GROSVENOR Hulked in China

James Laing, Sunderland

BELTANA Comp. Ship 734 William A. Stevens, London.
NOVA SYMPATHIA
COLLINGROVE Comp. Ship 861 William A. Stevens, London.

Liddle, Sunderland

GILSLAND W Bark 312 Philip Dodds & Co., North Shields.

Lister & Co., Sunderland

FORNAX W Sch 286 John Wilkinson, Sunderland.
JANE W Snow 282 Edward Humphreys, Aberystwith.

Lumsden, Sunderland

SISTERS W Bark 355 Thomas Thompson, Sunderland. Wrecked 11 Jan. 1877

Metcalf, Sunderland

ELLA W Bark 382 Thomas Williamson, Sunderland.
IRIS W Bark 340 David Patterson, Arbroath.
LENORE W Bark 396 A. Noe, Nantes.

Nichol & Gibbon, Sunderland

GEORGE CLIFTON W Bark 338 Councillor Packet

W. Nicholson & Sons, Sunderland

ELLA BEATRICE W Bark 400 Matthew Rickinson, Sunderland.
NEVADA W Bark 490 John S. Barwick & Co., Sunderland.
SPERANZA W Bark 455 William Nicholson & Co., Sunderland. Aband. 23 Nov. 1877

T. R. Oswald & Co., Pallion, Sunderland

CONCORDIA I Bark 450 Leborart & de Baecker, Dunkerque.
1898 ALDEBARAN J. M. Eklund, Abo. Hulked at Hobart 1912.
Serving as breakwater in Norfolk Bay, Tasmania in 1950
CYMRIC I Ship 1196 Thomas H. Henderson, Newcastle.
1872 BRITISH ARMY British Shipowners Lim., Liverpool. Expl. Barry Jan. 1896
KINGSBRIDGE I Ship 1498 George Stanton, London.
KNIGHTSBRIDGE I Ship 1511 George Stanton, London. Aband. 5 Jan. 1870
OXFORD I Ship 1282 John Temperley & Co., London. Wrecked 1888
PENTHESILEA I Ship 1668 William H. Jones & Co., Liverpool.
Wrecked Bideford Bay 19 Jan. 1890, Mauritius to Newport
PRIMOS I Bark 448 de Anduza, Bilbao.
RIALTO I Ship 1166 Charles Saunders & Co., Liverpool.
1907 SANDOI C. A. Olsen, Tvedestrand.
1914 EDEL H. T. Realfsen, Skien. Dismasted; Cond. St. Thomas 1920

T. R. Oswald & Co., Pallion, Sunderland (Cont.)

SPIRIT OF THE DAWN I Bark 692 James Jackson, Liverpool.
Wrecked Antipodes Is. 4 Sept. 1893, Rangoon to Talcahuano
STOCKBRIDGE I Ship 1494 George Stanton, London. Aband. 16 Nov. 1880
TRUE BLUE I Bark 449 John L. Parker, London.
MATHIAS M. Backelin, Fjllbaeker. Hulk at Adelaide.
Hull reportedly lies near Cairns, Australia

R. Pace & Son, Sunderland

CHAGFORD W Bark 350 John G. Hill, Sunderland. Went Missing Aug.
MAY W Bktn 237 Thomas Potts, Sunderland. 1886
MERA W Bktn 237 Robert Thorman, Sunderland.
WILLIAM W Bark 354 William C. Allen, South Shields.

W. H. Pearson, Jr., Sunderland

INHERITANCE W Bark 394 William Eggleston, Sr., Sunderland.
ZOHRAB W Bark 412 E. Z. Holme & Co., London. Hulked Australia

Pickersgill, Sunderland

EDWARD AUSTIN W Sch 75 John Hudson & Co., London.
SHIELD W Bark 402 John Douthwaite, South Shields.
WAVE W Bark 348 George Lawson & Son, South Shields.
ESTER
MURADIE

W. Pile & Co., Monkwearmouth, Sunderland

ANNIE I Bark 438 J. J. Holdsworth & Co., London. Barge 1913
BEREAN Comp. Bark 526 Thomas B. Walker, London. Hulked Falmouth 1910
BRITISH EMPIRE I Ship 1499 George Duncan & Co., London.
Broken up at Rotterdam 1906
DEERHOUND Comp. Bark 573 John R. Kelso, North Shields.
Wrecked in China Sea 1875
ENGLAND'S GLORY I Ship 751 Peter Smith, London.
Lost off Bluff, N. Z. 7 Nov. 1881, arriving from Nelson
FINGOE I Bark 508 William J. Anderson, Cape Town.
GOLDEN FLEECE Comp. Bark 500 Henry Ellis, London.
LANGSTONE I Bark 746 Henry Ellis, London.
L'IMPERATRICE I Ship 1100 Arthur Pardew.
MIAKO Comp. Bark 516 James Killick & Co., London.
1896 ASUNCION E. Borbones, Bilbao.
1909 ISLA DE LA PALMA Perez, Castro & Co., Santa Cruz de la Palma.
OSAKA Comp. Bark 527 Killick, Martin & Co., London. Lost Sept. 1904
OUTALPA I Ship 706 Devitt & Moore, London.
1882 DIDO C. H. Donner, Hamburg.
Lost nr. the Kedgets, Ire. 26 Aug. 1883, Liverpool to New
RUNNYMEDE I Bark 734 James Alexander, London. York
1902 NORRKOPING C. M. Boden, Norrkoping. Hulked at Bermuda 1908.
Partly scrapped hull survives in Great Sound. Bermuda

Rawson, Sunderland

ALDEBARAN W Brig 267 J. & E. Lumsden, Auray.

Reay, Sunderland

WHITE ROSE W Bark 381 Brown & Co., Sunderland. Wrecked 14 Jan. 1871

Richardson, Sunderland

AZTECS	W Bark	394	Thomas Riley, Sunderland.
YUBAS	W Bark	350	Thomas Riley, Sunderland.

Robinson, Sunderland

HUGH BOURNE	W Bark	391	John Robinson, South Shields.

Simey, Sunderland

LIZZIE ANN	W Brig	269	John Chisolm, Sunderland.

Short, Pallion, Sunderland

ANNIE	W Bark	449	Hodgson Smith, Scarborough. Lost Nov. 1882
CONISCLIFFE	W Bark	346	William H. Watson, Sunderland.
GEM	W Bark	459	Thomas Hick, Scarborough.

Spowers, Sunderland

TEES FORCE	W Brig	236	John S. Thompson, Sunderland.

John Thompson, Sunderland

SHARPERTON	W Bark	363	John Hedley, North Shields.

Richard Thompson & Son, Sunderland

CLEMENTIA	W Bark	409	William Y. Edwards, Cardiff.
CLEOPAS	W Bark	345	Henry Darling & Co., North Shields. Lost Jan. 1879
GOLDEN WAVE	W Bark	343	John D. Werry, London.
MENAM	W Bark	469	George Swainston, Sunderland.
DEODATA			
ORION	W Bark	360	Richard Taylor, London.
TREVANION	W Bark	478	Richard Taylor, London.

Robert Thompson, Jr., Sunderland

AQUILINE	Comp. Bark	431	Foreman & Co., South Shields. Lost 9 Mar. 1870
LADY ELIZABETH	Comp. Bark	658	John Wilson & Co., London. Lost 30 June 1878
OCEAN MAIL	I Ship	1039	John Patton, Jr., London.
ROVER OF THE SEAS	Comp. Bark	417	J. Thompson, Sunderland. Foundered 16 Dec. 1885

Towers & Nesbit, Pallion, Sunderland

STAVERS	W Bark	459	George Stavers & Co., Newcastle.
DUSSAN			

W. Watson, Pallion, Sunderland

GLANCE	I Bark	887	William Pellier, London. Wrecked off Umea 11 Oct. 1924

Wheatley, Sunderland

TOWN OF LIVERPOOL	W Brig	356	John B. N. Langton, Liverpool.

Withy, Alexander & Co., Hartlepool

MARQUESINA	I Bktn	282	De Uribe y Cia., Bilbao.
MARIA YSABEL	I Bgn	158	Bustamente y Gallo, Santander.

Denton, West Hartlepool

INFLEXIBLE	I Ship	998	James W. Adamson, London. Went missing 1871

William Harkness, Middlesborough

ELIZABETH GRAHAM	Comp. Bark	598	William Graham, Newport. Hulked Melbourne

M. Pearse & Co., Stockton

HUDSON	I Ship	787	W. W. Tapscott & Co., Liverpool. Sunk by U-boat
IRENE	I Ship	746	A. D. Bordes, Bordeaux. Lost 1890 May 1917
MATHILDE	I Bgn		M. Delabarre, Dunkerque.
VALENTIN	I Ship	723	A. D. Bordes, Bordeaux.

Richardson, Duck & Co., Stockton

AVONA	I Bark	696	Mark Whitwell & Son, Bristol. Lost Cape Frehel, Falklands 9 Oct. 1882, Sund. to Valpo.
GRAND DUCHESS	I Ship	822	George Croshaw & Co., London. Lost 20 March
SAVERNAKE	I Ship	1284	Andrew E. Byrne, Liverpool. 1871

John Vaux, Harwich

WALTON	W Bark	577	Builders.

(yard unknown), London

JUAN ALVI	W Bark	296	
JUAN J. MURGA			Juan J. Murga, Seville.

William Walker, Rotherhithe, London

AMBASSADOR	Comp. Ship	692	William Lund, London. Cond. Falklands 1895. Wool hulk in Straits of Magellan. Hull, stripped of planking, survives at Estancia San Gregorio, Chile.

William May, Shoreham

AKBAR	W Bark	397	T. F. Gates & Co., Shoreham. Aband. c. 1886
HILARION	W Bark	391	Goodchild & Humphrey, Shoreham. Sunk 18 Dec.
MERCHANT	W Brig	294	J. Sharp, Shoreham. 188?
VIGILANT	W Bark	366	Benjamin Wade & Co., Shoreham.

Harvey, Littlehampton

CHOCOLATE GIRL	W Bktn	242	John A. De Putron & Co., London.
WILD CURLEW	W Bark	342	E. W. Madams. Stranded Gulf of Siam 11 July 1870

Elias Cox, Bridport

CASKET	W Bark	329	John Marquand & Co., Guernsey. Lost 13 Sept.
DORA	W Brig	238	Job Brothers, Liverpool. 1892
RED ROSE	W Bgn	145	Edwin Pope & Co., Falmouth.

Richard Redway, Exmouth

COQUETTE	W Sch	133	William Thomas, Exeter.
MEMENTO	W Bark	321	Richard Redway, Exeter.

Date, Kingsbridge

EMMELINE	W Sch	174	R. H. Sladen & Co., Salcombe.

Evans, Salcombe

LEADER	W Bgn	212	N. Bate, Port Talbot.

Harnden, Salcombe

OKENBURY	W Brig	247	W. W. Steer & Co., Salcombe.

Vivian, Salcombe

UZZIAH	W Bktn	219	John Harnden, Salcombe.

Richard Hocking, Plymouth
ZEPHYRUS W Bark 700 Builders. Lost Anglesea 14 July 1879

Edwards, Scilly
HERBERT GRAHAM W Bark 338 R. Graham, Newport.

Cox, Bideford
LANOY W Bark 229 F. Trowbridge, Bristol.

Johnson, Bideford
ASTERIA W Brig 224 Nicholas Smith, Brixham.
ENRIQUE
ZAYDA W Bktn 224 J. N. Mills, Bideford.
ZEDORA W Bark 269 J. N. Mills, Bideford.

C. Hill & Sons, Bristol
GWENDOLINE W Bark 356 Builders.
JOSEFITA

L. W. Hunt, Gloucester
LIZETTE W Bark 349 William Couper, Glasgow.

Newport Shipbuilding Co., Newport
LADY GUENDOLEN W Bark 345 Henry Beynon, Newport. Wrecked 9 Jan. 1872
MYVANWY W Sch 162 Capt. William A. Griffiths, Liverpool.

C. Hill & Sons, Cardiff
ROOKWOOD I Bark 636 Builders.
1898 ORION E. Berentsen, Stavanger. Hulked in 1908

George B. Meager, Swansea
HAMLET W Bark 253 Robert B. Lamb, London. Lost 21 Aug. 1871

Llanelly Iron Shipbuilding Co. (Nevill Brothers), Llanelly
HINDA I Bark 477 Simon Goldberg & Co., Swansea.
1897 GARBO F. Gazzola, Genoa.
1912 ITALIA
LOUISA I Brig 280 P. G. Buesnel & Co., Jersey. Lost 17 Nov. 1872

Gaddern Brothers, Neyland
GLAMORGANSHIRE W Bark 457 David J. Jenkins, London.
1888 SOLA Sam. Otto & Co., Kristiansand.

Peter Jones & Co., Portmadoc
MARY JONES W Brig 214 Builders.
PRIDE OF WALES W Bark 288 David Morris & Co., Carnarvon. Lost 5 Jan. 1893

Bowdler, Chaffer & Co., Seacombe
BOGOTA I Ship 793 John C. Blythe, Liverpool. Lost 18 Mar. 1872
CAPE CLEAR I Ship 853 W. J. Myers, Son & Co., Liverpool.
GEORGES VALENTINE
KIRKWOOD I Ship 1279 Joseph Steel, Liverpool.
SORATA I Ship 786 J. B. Walmsley & Co., Liverpool.
VAN DIEMEN I Ship 1051 W. J. Myers, Son & Co., Liverpool.
Lost 28 August 1885
VANCOUVER I Ship 1053 W. J. Myers, Son & Co., Liverpool. Missing 1885

G. R. Clover & Co., Birkenhead

CUMERIA I Ship 1284 R. Nicholson & Son, Liverpool.
HOGHTON TOWER I Ship 1598 T. H. Ismay & Co., Liverpool.
1896 PRINCE ARTHUR P. H. Roer, Kristiania.
wrecked off Cape Flattery 2 Jan. 1903, arriving from Valpo.
JOHN O'GAUNT I Ship 1278 James Beazley & Co., Liverpool.
1902 GREGORIO PADRE Gavarone, Genoa. Broken up at Genoa 1908
MADRAS I Ship 1286 J. A. Clint. Missing Sept. 1870, Calcutta to
MYSORE I Ship 1591 William Rome, Liverpool. Liverpool
went missing 1 April 1890, Liverpool to Iquique

Laird Brothers, Birkenhead

OITHONA I Ship 1342 Brooke, Worthington & Co., Liverpool.

Garston Shipbuilding & Graving Dock Co., Garston

RIO LOGE I Brig 250 Bensaudie.

(to be concluded in Suplement 5)

Information on later histories of the following vessels provided by the Editor: AMBASSADOR, GLANCE, HOGHTON TOWER, OUTALPA, PENTHESILEA, RUNNYMEDE, TRUE BLUE.

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1964 (cont.)

"Operation Sail" - Schoolship parade at New York July 4th. Larger vessels attending: Full-rigged ships CHRISTIAN RADICH, DANMARK, LIBERTAD & SORLANDET; Barks EAGLE, GORCH FOCK, SAGRES & STATSRAAD LEHMKUHL; Barkentine DEWARUTJI; Four-masted topsail schooners ESMERALDA & JUAN SEBASTIAN DE ELCANO.

1965

ALICE S. WENTWORTH - (see 1962) Purchased to serve as attraction at Boston waterfront restaurant.

EDWIN FOX - British wood full-rigged ship (blt. Sukeali, Bengal 1853, 891 T.) For many years hulk and landing stage at Picton, New Zealand. Purchased from Picton Meat Co. for one shilling, for preservation.

FLYING CLIPPER, ex-SUNBEAM II - British steel three-masted topsail schooner yacht (blt. Dumbarton, Scotland 1929, 634 T.) Lately Swedish merchant marine schoolship. Sold to Greek Ministry of Mercantile Marine for further use, and renamed EUGENE EUGENIDES.

1966

CITY OF BEAUMONT - American wood five-masted barkentine (blt. Orange, Texas 1918, 2043 T.) Later floating clubhouse and nightclub BUCANEER. Currently lying sunk to protect shoreline at Hastings-on-Hudson, New York. Last two masts removed, and foremast doubling salvaged for exhibit on board BALCLUTHA at San F.

SEUTE DEERN - (see 1964) Towed to Bremerhaven, Germany to serve as nightclub and restaurant.

SIR WINSTON CHURCHILL - British three-masted topsail schooner, steel (blt. Hessle, Yorkshire, 281 T. disp.) Launched February 5th. Designed and built as youth training ship for British Sail Training Association.

WAVERTREE - British iron full-rigged ship (blt. Woolston, Southampton, England 1885, 2170 T.) Found by Karl Kortum, Director of the San Francisco Maritime Museum, serving as a sand barge at Buenos Aires.

1967

AMERICA II - American wood schooner yacht. Designed as replica of the AMERICA of 1851, which gave its name to the America's Cup. Launched May 3rd by Goudy & Stevens at East Boothbay, Maine; 149 T. disp.

CAPE FINISTERRE - British iron bark (blt. Glasgow 1874, 929 T.) Bought by the Egyptian Government in 1930 and converted to a stationary training ship under the name EL FAROUKIEH. Seen at Alexandria in November of this year lying down by the head, and apparently resting on bottom. Otherwise largely intact.

CLYDEBANK - British iron bark (blt. Dumbarton, Scotland 1877) Later served as Recalada Lightship, and as barge, in the Rio de la Plata. Reportedly broken up in Argentina.

FENNIA, ex-CHAMPIGNY - Finnish steel four-masted bark; formerly French (blt. Le Havre 1902, 3230 T.) Hulk at Port Stanley, Falklands since 1927. Purchased by San Francisco interests for preservation. Towed to Montevideo for drydocking.

MARY MOORE - British composite bark (blt. Glasgow 1868, 585 T.) Serving as a hulk in Australia. Broken up near Melbourne.

MEINWEN - British steel bark (blt. Liverpool 1892, 1538 T.) Broken up in Argentina, after serving as a lighter under the name AFRICA.

NACALA - Portuguese motorship; formerly British iron full-rigged ship LEYLAND BROTHERS (blt. Woolston, Southampton, England 1886, 2291 T.) Broken up.

VINDICATRIX, ex-ARRANMORE - British steel full-rigged ship (blt. Port Glasgow, Scotland 1893, 1946 T.) Lately a stationary schoolship hulk at Sharpness, Eng. Broken up at Newport, Monmouthshire.

1968

AMERICA, ex-STERNA - Argentine motorship; formerly German steel bark (blt. Lubeck, Germany 1890, 1432 T.) For sale at Buenos Aires.

BOWDOIN - American wood schooner (blt. East Boothbay, Maine 1921, 66 T.) Employed as Arctic research vessel. Lately on exhibit at Mystic Seaport. Transferred to group in Camden, Maine.

CHARLES COOPER - American wood Full-rigged ship (blt. Black Rock, Conn. 1856, 977 T.) Last surviving North Atlantic packet ship. Hulked in the Falklands in 1866, and later grounded there to serve as a warehouse. Acquired by the South Street Seaport Museum, New York.

GLORIA - Columbian steel bark. 1300 T. disp. Launched at Bilbao, Spain as a training ship for the Columbian Naval Academy in Cartagena.

LETTIE G. HOWARD - American wood fishing schooner (blt. Essex, Mass. 1893) Ex-Glousterman, last in service out of Pensacola, Florida as the MYSTIC C, and lately on exhibit at Gloucester as the CAVIARE. Acquired by the South Street Seaport Museum, New York.

MALCOLM MILLER - British three-masted topsail schooner, steel (blt. Aberdeen, Scotland, 244 T. disp.) Commissioned March 10th as youth training ship for the British Sail Training Association.

PIONEER - American iron schooner, formerly sloop (blt. Marcus Hook, Delaware 1885, 43 T.) Beached hull salvaged and thoroughly rebuilt by Russell Grinnell Jr. of Gloucester, for use in dock building business.

ROMA, ex-POLLY WOODSIDE - British iron bark (blt. Belfast 1885, 678 T.) Hulk at Melbourne, Australia. Acquired by the National Trust of Victoria.

H.M.S. UNICORN - British wood frigate (blt. Chatham, England 1824, 1077 T. disp.) Never went to sea under sail. Naval Reserve training hulk at Dundee, Scotland. Transferred to local group for preservation.

WAVERTREE (see 1966) - Purchased by South Street Seaport Museum, New York.

1969

ALVIN CLARK - American wood topsail schooner (blt. 1846 at Trenton, Michigan, 200 T.) Foundered in Green Bay, Lake Michigan in 1864. Raised virtually intact July 27th, and subsequently placed on exhibit at Menominee, Michigan.

1970

AMSTERDAM - Dutch steel bark (blt. Amsterdam 1892, 1138 T.) Hulked in Italy in 1920's. Lately operating as motorship PIERO. Broken up at La Spezia.

ELISSA - British iron bark (blt. Aberdeen, Scotland 1877, 436 T.) Lately operating as Greek motorship ACHAEOS. Purchased by archeologist Peter Throckmorton to prevent probable scrapping.

GAZELA PRIMEIRO - Portuguese wood barkentine (blt. Cacilhas, Portugal 1883, 324 T.) Employed dory fishing on Grand Banks. Acquired by Philadelphia Maritime Museum.

GREAT BRITAIN - British iron full-rigged ship, former trans-Atlantic steamer (blt. Bristol, England 1843, 3448 T.) Lying grounded in Falkland Islands since 1937, following service as hulk. Refloated by salvagers April 7th. Towed to Bristol, arriving June 23rd, for preservation and restoration to appearance in 1843.

KATHLEEN & MAY - (see 1961) Purchased by British Maritime Trust in June.

MOSHULU, ex-KURT - Steel four-masted bark active under German, American and Finnish flags (blt. Port Glasgow, Scotland 1904, 3116 T.) Towed to Amsterdam from Naantali, Finland, where she had been serving as a storage hulk. To be converted to a floating restaurant for a firm based in Los Angeles.

PIONEER - (see 1968) Acquired by South Street Seaport Museum in New York.

RESULT - British steel three-masted topsail schooner (blt. Carrickfergus, Ire. 1893, 122 T.) Last operated as a ketch, and lately laid up at Exeter, England. Acquired by Ulster Folk & Transport Museum located near Belfast, North Ireland.

RYELANDS - British wood three-masted topsail schooner (blt. Glasson Dock 1887, 149 T.) Lately disguised as 17th century warship at Morecambe, England. Destroyed by fire.

WAVERTREE - (see 1968) Towed from Buenos Aires to New York, arriving Aug. 5th.

1971

H.M.S. GANNET - British bark-rigged steam gunboat, composite (blt. Sheerness 1878, 1130 T.) Last employed as privately-operated schoolship hulk MERCURY. Acquired by British Maritime Trust.

GAZELA PRIMEIRO - (see 1970) Arrives in Philadelphia July 8th.

RIVERSDALE - British steel full-rigged ship (blt. Port Glasgow, Scotland 1894, 2206 T.) Serving as part of breakwater at Royston, British Columbia. Fittings, including windlass and foredeck capstan, salvaged for use restoring WAVERTREE.

1972

H.M.S. FOUDROYANT - British frigate (blt. Bombay, India 1817) Ex-TRINCOMALEE. Stationary training ship at Portsmouth, England. Drydocked with assistance from British Maritime Trust.

JAMES CRAIG, ex-CLAN MACLEOD - British iron bark (blt. Sunderland, England 1874, 646 T.) Lying grounded in southern Tasmania following service as a hulk. Refloated in October for preservation by a group in Sydney, Australia.

MOSHULU - (see 1970) Towed to New York in September.

SOMALI - British steel four-masted bark (blt. Port Glasgow, Scotland 1892, 3537 T.) Last used as a log barge in British Columbia. Broken up at Seattle.

1972 (cont.)

LUCY EVELYN - American wood three-masted schooner (blt. Harrington, Maine 1917, 374 T.) Ashore as gift shop at Beach Haven, New Jersey since 1949. Destroyed by fire.

H.M.S. UNICORN - (see 1968) Drydocked with assistance from British Maritime Trust.

1973

CHARLES W. MORGAN - American whaling ship (blt. New Bedford, Mass. 1841) Refloated December 6th, after lying grounded at Mystic Seaport for three decades.

VILLE DE MULHOUSE - French steel four-masted bark (blt. Le Havre 1899, 3214 T.) Hulk at Punta Arenas, Chile since 1928 under the name ANDALUCIA. Wrecked on coast of Tierra del Fuego in August or September after anchor cable parted.

WESTERN MONARCH - British iron full-rigged ship (blt. Barrow, England 1875, 1385 T.) Grain hulk at Limerick, Ireland since 1913 under the name DERG. Towed to Dublin to be broken up.

1974

ALICE S. WENTWORTH - (see 1962 & 1965) Destroyed by winter gales at Boston.

KAIULANI - (see 1964) Partially scrapped by Philippine firm, without knowledge of American authorities. Remains prepared for shipment to U.S.

MOSHULU - (see 1970 & 1972) Towed from New York to Philadelphia to become floating restaurant.

PEKING - German four-masted bark, steel (blt. Hamburg, Germany 1911, 2152 T.) British stationary training ship ARETHUSA, lying at Upnor, England, since 1932. Purchased on behalf of South Street Seaport Museum, New York October 31st.

1975

CUTTY SARK - British composite clipper ship (blt. Dumbarton, Scotland 1869, 963 T.) Transferred from independent organization involved in 1950's restoration to British Maritime Trust.

FORESTER - American wood four-masted schooner (blt. Alameda, California 1900, 663 T.) Lying near Martinez, California since 1935. Burned to waterline in July.

KAIULANI - (see 1964 & 1974) Dismantled remains arrive in Seattle June 10th.

PEKING - (see 1974) Towed from London to New York, arriving July 22nd.

1976

ERNESTINA, ex-EFFIE M. MORRISSEY - Cape Verdean schooner, wood; former American fisherman and research vessel (blt. Essex, Massachusetts 1894, 119 T.) Dismasted shortly after leaving Cape Verde Islands enroute to participate in U.S. bicentenniel.

STAR OF INDIA - American iron bark, formerly British full-rigged ship EUTERPE (blt. Ramsay, Isle of Man 1863, 1318 T.) Museum ship at San Diego, California. Briefly taken to sea under sail on July 4th.

"Operation Sail" - Schoolship parade at New York July 4th. Larger vessels attending: Four-masted barks KRUZENSHTERN & NIPPON MARU; Full-rigged ships AMERIGO VESPUCCI, CHRISTIAN RADICH, DANMARK, DAR POMORZA & LIBERTAD; Barks EAGLE, GLORIA, GORCH FOCK, MIRCEA, SAGRES & TOVARITSCH; Barkentines GAZELA PRIMEIRO & REGINA MARIS; Four-masted topsail schooners ESMERALDA & JUAN SEBASTIAN DE ELCANO.

1977

FENNIA - (see 1967) Broken up at Paysandu, Uruguay.

1977 (cont.)

H.M.S. DOLPHIN - British composite bark-rigged steam gunboat (blt. Middlesborough, England 1882, 925 T. disp.) Training hulk at Leith, Scotland. Retired and broken up.

1978

DISCOVERY - British wood auxiliary bark (blt. Dundee 1901, 736 T.) Built for Antarctic exploration. Lying at London as exhibit and training ship since late 1930's. Taken over by British Maritime Trust, for restoration and further exhibition.

GUAYAS - Steel bark launched at Bilbao, Spain as training ship for Ecuadorian Navy.

MARY D. HUME - American tugboat, formerly brigantine-rigged steam whaler (blt. Ellenburgh, Oregon 1881, 155 T.) Acquired by Curry County Historical Society, Oregon August 28th.

NIANTIC - American wood full-rigged ship (blt. Middle Haddam, Conn. 1835) Lower hull uncovered during excavation at San Francisco in area created by landfill following Gold Rush of 1849. Remains recorded and portion salvaged, prior to destruction of hull for construction of new building.

ST. MARY - American wood full-rigged ship (blt. Phippsburg, Maine 1890, 1942 T.) Wrecked in Falklands in 1891; extensive remains surviving. Forty-foot portion salvaged for display in Maine State Museum at Augusta.

THOMAS F. BAYARD - American wood pilot schooner (blt. Brooklyn, New York 1880) Later sealer, and British Columbia lightship. Acquired by Vancouver Maritime Museum.

1979

BELEM - French steel bark (blt. Nantes 1896, 611 T.) Until recently serving as Italian schoolship GIORGIO CINI, rigged as barkentine. Purchased by France for further service as training vessel.

ELISSA - (see 1970) Following moves for preservation at San Francisco and Victoria, British Columbia, acquired by Galveston Historical Foundation, Galveston, Texas. Towed to that port from Greece, via Gibralter, arriving July 20th.

JOHN F. LEAVITT - American wood schooner. Launched at Thomaston, Maine Aug. 8th, for service as cargo vessel. Foundered on first passage December 28th.

RESULT - (see 1970) Transported overland from Belfast Harbor to Ulster Folk & Transport Museum for restoration and display.

SORLANDET - (see 1960) Recommissioned at Kristiansand, Norway after five year layup.

H.M.S. WARRIOR - British iron steam frigate (blt. Blackwall, England 1861, 9210 T. disp.) Lately landing stage at Pembroke Dock, Wales. Acquired by British Maritime Trust. Left in tow for Hartlepool, for restoration, Aug. 29th.

1980

POGORIA - Steel barkentine. Launched at Gdansk, Poland January 23rd to serve as Polish youth training ship.

SIMON BOLIVAR - Steel bark. Under construction at Bilbao, Spain to serve as schoolship for Navy of Venezuela.

"Operation Sail" - Schoolship parade at Boston May 30th. Larger vessel participants: Frigate U.S.S. CONSTITUTION (in tow); Full-rigged ships CHRISTIAN RADICH & DANMARK; Barks EAGLE, GLORIA, GORCH FOCK & GUAYAS; Four-masted topsail schooner JUAN SEBASTIAN DE ELCANO.

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 5, OCT. 1980 EDITOR NORMAN J. BROUWER

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SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1869 (Cont.)

Compiled by John Lyman

R. & J. Evans & Co., Liverpool

CASTLEHEAD I Ship 825 T. H. Ismay & Co., Liverpool.
PRESIDENT THIERS
went missing 22 Dec. 1898, San Francisco to Liverpool

FRANKFURT HALL I Ship 728 William P. Coleborn & Co., Liverpool. Burned Nov.

HAWARDEN CASTLE I Ship 1101 Richards, Mills & Co., Liverpool. 1880
went missing 26 March 1890, Newcastle. NSW to Valparaiso

MONTGOMERY CASTLE I Ship 871 Richards, Mills & Co., Liverpool.
1898 FREDSAEL Pettersen & Ullenaess, Porsgrund.
SUAREZ NO. 1 (aux.)
1918 MARIA MILAGROS
EL CHANGADOR Hulked at Rosario. At Santa Fe Nov. 1928.

VICTORIA TOWER I Ship 1563 T. H. Ismay & Co., Liverpool. Lost on maiden voyage

Liverpool Shipbuilding Co., Liverpool

BRITISH NAVY I Ship 1217 British Shipowners Co., Liverpool. Sunk in colision

MAYPOCHE I Bark 699 Edward Broonhall, Liverpool. Dec. 1881

W. H. Potter & Co., Liverpool

CASMA I Bark 649 William B. Boodle, Liverpool. Lost Feb. 1914

CHASCA I Bark 638 Matthew M. Willis, Liverpool.
wrecked off Santa Victoria 2 July 1893, Santos to Buenos Aires

THOMAS STEPHENS I Ship 1507 Thomas M. Mackay, Liverpool.
1894 PERO D'ALEMQUER Government of Portugal.
Went missing Jan. 1916, U.S. to Lisbon

T. Royden & Sons, Liverpool

GLEN SANNOX I Ship 1581 C. C. Johnson, Liverpool.
1872 BRITISH KING British Shipowners Co., Liverpool. Went missing 1876

GLENESK I Ship 1298 William A. & William Hebry Lott, Liverpool.
KOSMOS

GOLDEN GATE I Ship 899 Charles Cotesworth, Liverpool.
wrecked E. coast S. America 21 May 1906, London to Callao

LOCKSLEY HALL I Ship 1293 Robert Alexander, Liverpool.
CARVOEIRA

ROMEO I Bark 641 Bowring & Co., Liverpool. Lost Feb. 1882

THE DOUGLAS aux. I Ship 1428 W. & R. Wright, Liverpool.
abandoned off Helgoland 24 Nov. 1888, Hamburg to San Pedro

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Lune Shipbuilding Co., Lancaster

MALLOWDALE — I Ship 1290 Valentine O'Brien O'Connor, Dublin.
1890 ADOLPHE — A. D. Bordes et fils, Dunkerque.
1900 SESA — Bendix J. Grefstad, Grimstad.
hulked at Fremantle 1903, after dismasting

Robert Ritson & Co., Maryport

ELIZABETH OSTLE — W Bark 740 Builders, Liverpool.

Beck, Workington

SALTERBECK — W Bark 186 Blackburn & Co., Workington.

Scott, Fell & Co., Workington

OMEGA — W Bark 462 Harrington & Workington Shipbuilding Co.

Robert Williamson & Son, Harrington

BLENHEIM — I Bark 574 Samuel Martin & Co., Liverpool. Hulked 1907
MARY BLUNDELL — I Ship 822 Johnston B. Sprott, Liverpool.
wrecked on Grozier 4 Jan. 1897, Guadeloupe to New York

Troon Shipbuilding Co., Troon

SARAH SMITH — W Sch. 194 R. H. Dunn, Glasgow.

Robertson & Co., Greenock

COCHIN — I Ship 1200 John Kerr & Co., Greenock.
1897 ELFI — Chr. Hannevig, Cristiania. Broken up 1909
HELEN ISABEL — I Bark 250 James J. Grieve, Greenock.
JAVA — I Ship 1200 John Kerr & Co., Greenock.
1873 CAPE COMORIN — A. Lyle & Sons, Greenock.
went missing 1882, Glasgow to Buenos Aires
LUCAYAS — I Bark 446 McArthur, McLean & Co., Greenock.
abandoned 22 Jan. 1892, Hull to Buenos Aires

Scott & Co., Greenock

CHRISTIAN McAUSLAND — I Ship 962 Albion Shipping Co., Glasgow. Lost 1877
JESSIE READMAN — I Ship 962 Albion Shipping Co., Glasgow.
lost on Chatham Is. 23 Dec. 1893, Napier to London

Robert Steele & Co., Greenock

ARETHUSA — I Ship 1272 Miller, Hamilton & Co., Liverpool.
abandoned on fire 2 Oct. 1889, Tyne to Valparaiso
CATHCART — I Ship 1387 George Adam & Co., Greenock.
1897 TEOCLE — C. Savarese fu A., Castellamare.
1902 ANTIGUA — J. Johanson & Co., Kristiania.
HALCIONE — I Ship 843 Shaw, Savill & Co., London.
lost at entrance to Wellington 8 Jan. 1896, from London
LADYBURN — I Ship 1431 Robert Shankland & Co., Greenock.
went missing 1870, U.K. to Bombay
LAVINIA — Comp. Bark 251 James Stewart, Greenock.
WYLO — Comp. Ship 799 Killick, Martin & Ritchie, London.
sunk in collision 1888

Blackwood & Gordon, Port Glasgow

HIRONDELLE I Bark 727 L. M. Le Blanche, Liverpool. Went missing 1870
INVIERNO I Sch
OTONO I Sch
PRIMAVERA I Sch
VERANO I Sch
WOOD HALL I Bark 721 John Whittle & Co., Liverpool.
1896 ARCTURUS S. Ruud Gundersen, Stavanger.

R. Duncan & Co., Port Glasgow

AGNES MUIR I Ship 851 James Galbraith, Glasgow.
1885 ADELE E. Tobias, Brake.
1909 AGNES MUIR (hulk) McIlwraith, McEachern, Melbourne. Broken up 1957
JAMES NICOL FLEMING Comp. Ship 993 P. Henderson & Co., Glasgow.
NAPIER W. Ross & Co., Liverpool.
OTAGO Comp. Ship 993 Albion Shipping Co., Glasgow.
EMILIA Sunk by U-boat World War I

McCulloch, Patterson & Co., Port Glasgow

VALE OF DOON I Bark 669 John Hay & Co., Liverpool.

Laurence Hill & Co., Port Glasgow

LOCH KEN I Bark 590 John P. Kidston, Glasgow.
1896 ORSOLINA O. Maresca Pollio Brothers, Castellamare. Broken up 1911

John Reid & Co., Port Glasgow

DAPHNE I Ship 955 McDiarmid Greenshields & Co., Liverpool.
1889 MATHILDE DEUSSEN
DAPHNE
ELSE condemned after going ashore at Skaw June 1926
GHAZEEPORE I Ship 1496 Mackinnon, Frew & Co., Liverpool.
went missing 1883
MELPOMENE I Ship 1439 Henry Fernie & Sons, Liverpool.
lost on Andaman Islands 23 Sept. 1880
PALAWAN I Bark 984 McDiarmid, Greenshields & Co., Liverpool.
SHAHPORE I Ship 1496 Mackinnon, Frew & Co., Liverpool.

Aitken & Mansel, Glasgow

ADOLPHE I Bark 681 A. D. Bordes, Bordeaux. Lost 1882
ALEXANDRE I Bark 683 A. D. Bordes, Bordeaux.
1901 INCLITA lost in Orkneys 16 Jan. 1905

Barclay, Curle & Co., Glasgow

CITY OF LUCKNOW I Ship 1195 George Smith & Sons, Glasgow.
1889 REINBEK Knohr & Burchard, Hamburg.
1898 AGOSTINO TERRIZZANO E. Terrizzano, Genoa. Broken up Genoa 1908
GOLDEN FLEECE I Ship 1257 J. H. Carmichael, Greenock.
lost on Fly Island 27 Dec. 1885, Glasgow to Shanghai
LAKE HURON I Ship 821 The Canada Shipping Co., Montreal.
lost 10 March 1872
LOCH AWE I Ship 1053 J. & R. Wilson, Glasgow.
1896 MADURA M. Bruusgaard, Drammen. Sunk by U-boat 21 May 1917
LOCH NESS I Ship 1190 Glasgow Shipping Co., Glasgow.
hulked Port Adelaide 1908. moved to Fremantle 1914.
sunk by gunfire Aug. 1926.

Barclay, Curle & Co., Glasgow (Cont.)

LOCH TAY I Ship 1191 Glasgow Shipping Co., Glasgow.
hulked at Port Adelaide 1909. survived until 1957.

TEVIOTDALE I Ship 1260 J. & A. Roxburgh, Glasgow.

WILTSHIRE I Ship 1461 George Marshall, London.
1899 GWALLA Trinder, Anderson & Co., London.
GESINE
VALBORG J. Arndt Leschbrandt, Mandal.

Charles Connell & Co., Glasgow

ASIA I Ship 1446 John H. Watt, Glasgow.
went missing 1873, Newcastle, N.S.W. to Bombay

CITY OF MADRID I Ship 1191 George Smith & Sons, Glasgow.
AGNES LILIAN S. Goldberg & Sons, Swansea.
1898 LOFTHUS J. A. Henschien, Lillesand. Hulked Kragero 1914

COUNTY OF FORFAR Comp. Ship 997 R. & J. Craig, Glasgow.
1892 FEZ RAHAMAN Syed Yusuf bin Ahmed Zuwawe, Muscat.

COUNTY OF NAIRN Comp. Ship 999 R. & J. Craig, Glasgow.

DUKE OF ABERCORN Comp. Ship 1050 Montgomerie & Greenhorne, London. Missing 1892

EME Comp. Ship 774 John Wade, London. Hulked 1895

ISABEL CROOM I Ship 996 William & Alfred Brown, Glasgow.
SELENE stranded at Santa Rosalia, Mexico Sept. 14, 1890

ZEALANDIA I Ship 1116 Shaw, Savill & Co., London.
KALEVA hulked at St. John's, Nfld. 1911

Dobie & Co., Glasgow

FIFESHIRE I Ship 700 Law, Taylor & Co., Glasgow. Lost 1878

JAMES SERVICE I Bark 441 James Service, Melbourne.

MELROSE ABBEY I Bark 500 Cree, Renison & Co., Glasgow.

MERCURIUS I Ship 800 J. M. Wood, Jr., Liverpool.
lost on Rocas Reef, Brazil 25 March 1870, S.F. to U.K.

SANTONA I Ship 855 Donaldson Brothers, Glasgow.
wrecked on Palmillas Point 3 Oct. 1891, Shields to WCSA

WEST RIDGE I Ship 1466 George Hamilton Fletcher, Liverpool.
went missing 1884

John Elder, Glasgow

CITY OF YORK I Ship 1195 George Smith & Sons, Glasgow.
lost on Rottnest Island 12 July 1899, S.F. to Fremantle

DOUNE CASTLE Comp. Ship 887 Thomas Skinner & Co., Glasgow.
FLORINDA J. A. Ferreira & Co., Lisbon.

HEREFORD I Ship 1440 Merchant Shipping Co. Ltd., London.
abandoned off Cape Horn April 1907

A. & J. Inglis, Glasgow

JESSIE I Sch. McCrindell, Schaw & Co., Greenock.

NORMAN COURT Comp. Ship 834 Charles L. Norman, London.
wrecked in Cymmeran Bay, Anglesea 29 March 1883

OBERON aux. Comp. Ship 1236 Shaw, Maxton & Co., London.
1894 PROSPERO REPETTO F. Repetto fu G. B., Genoa.

J. G. Lawrie, Whiteinch, Glasgow

ENDYMION I Bark 759 John E. Munro, London.
1915 VIRGO N. Fremberg, Solvesborg, Sweden. Broken up 1928

LOCH EARN I Ship 1200 Glasgow Shipping Co., Glasgow.
sunk in collision with S.S. VILLE DE HAVRE Nov. 24,

LOCH KATRINE I Ship 1200 Glasgow Shipping Co., Glasgow. 1873
hulked at Sydney 1910. Copra hulk at Rabaul 1924

NEVA I Ship 1109 James Nourse, London.
went missing 9 Jan. 1887, enroute Banjoewangie to Lisbon

London & Glasgow Eng. & Iron S.B. Co., Govan, Glasgow

CINGALESE I Bark 698 William Kennith & Co., Glasgow. Aband.

GIRVAN I Bark 693 David Hunter, Ayr. 1907
abandoned 12 June 1893

Alexander Stephen & Sons, Kelvinhaugh, Glasgow

ANTONIA I Bark 689 Le Quellec et Cie., Bordeaux.

ARMIN I Bark 844 D. H. Watjen & Co., Bremen.
went missing 10 Dec. 1895, enroute Sunderland to Caleta Buena

ATLANTIC I Bark 474 William R. Trewellen, Swansea.
1894 ATLANTICO Glama & Puls, Lisbon.

AURORA DEL TITICACA I Sch 70 A. Gibb & Son, London.

BRECHIN CASTLE Comp. Ship 1000 Gregor Turnbull & Co., Glasgow.
abandoned Jan. 1884

CAROLINE I Bark 687 Le Quellec & Bordes, Bordeaux. Burned 1893

CITY OF HANKOW Comp. Ship 1195 George Smith & Sons, Glasgow.

FRIEDEBURG I Ship 786 R. M. Sloman, Hamburg.

HENRY SEMPE I Bark 475 Dumont & Co., Bordeaux.
ELSA
FIDES Broken up 1905

KILDONAN I Ship 650 William Ross & Co., Glasgow.
VIOLETA

LAMERSHAGEN I Ship 877 R. M. Sloman, Hamburg.

NORHAM CASTLE Comp. Ship 698 Thomas Skinner & Co., Glasgow. Lost 1888

OTAGO I Bark 348 Angus Cameron, Glasgow.
hulked at Hobart, Tasmania 1912. Partly scrapped near there 1957. Portion of stern preserved in San Francisc

SINGAPORE Comp. Ship 656 T. H. Ismay & Co., Liverpool. Lost 1886

J. & G. Thomson, Glasgow

ORISSA I Ship 1199 John Kerr & Co., Greenock. Hulked 1900

Wingate & Co., Glasgow

MARIA DE C. I Bark 289 Capt. De Aguirre, Bilbao.
GARFIELD

Archibald McMillan & Son, Dumbarton

ANTILLES I Bark 496 McArthur, McLaine & Co., Greenock.
1894 HEDVIG N. M. Pahlston, Helsingborg.

CHISELHURST I Bark 353 George H. Payne, London.
1873 CHARLES MAUREAU Gustave Douillard, Nantes.
FAVORITA
PARAME

Archibald McMillan & Son, Dumbarton (cont.)

GATESIDE I Bark 698 Thomas Aiton, Liverpool.
1896 RAGNA H. C. A. Michelson, Sandefjord. Lost March 1903
GLENARIFF I Bark 468 William Porter, Liverpool.
GLENARY I Bark 661 Gow & McGregor, Glasgow.
PLEIADES I Ship 997 J. W. Adamson, London.
wrecked at Akiteo, N.Z. 31 Oct. 1899, enroute Dunedin to Napier
SIR WALTER SCOTT I Ship 1271 H. N. Hughes & Nephew, Liverpool.

Scott & Linton, Dumbarton

CUTTY SARK Comp. Ship 921 J. & R. D. Willis, London.
1895 FERREIRA J. A. Ferreira & Co., Lisbon.
1921 MARIA DO AMPARO
1922 CUTTY SARK Capt. W. H. Dowman, Falmouth. Preserved at Greenwich
INVERESHIE I Ship 717 J. & R. Grant, London.
stranded at Madras 1 May 1872

Jack, Lossiemouth

BRAZILIAN W Bktn 246 Capt. William Jack, Inverness.
FREYA
FRIEDA
BRAZILIAN

John Duncan & Son, Kingston-on-Spey

ANNA BELLA W Bark 334 Capt. Alexander McDonald, Garmouth.

James Geddie, Kingston

ZEPHYR W Bktn 256 Capt. Alexander Marr, Banff.

Kinloch, Kingston

FLOWER O'MORAY W Sch 241 William Anderson & Co., Banff.
JEANIE LOUTTIT W Bark 493 Daniel Louttit, Wick.

Spence, Kingston

ANNIE BOW W Bktn 250 Alexander Bow, Banff.

John Watson, Banff

GUIDING STAR W Bktn 249 James Smith, Banff.

Webster, Fraserburgh

GEORGE NOBLE W Bktn 253 William Noble, Fraserburgh.

Stephen & Forbes, Peterhead

LORD OF THE ISLES W Bktn 317 J. S. & A. McDonald, Peterhead.

John Duthie, Sons & Co., Aberdeen

ABERGELDIE W Ship 1152 Builders. Lost in collision Nov. 1889
RESOLUTE W Bktn 230 Alexander Stephen, Fraserburgh.
WINDSOR CASTLE W Ship 979 Donaldson, Rose & Co., Aberdeen.
LUMBERMAN'S LASSIE Hulked

Alexander Hall & Co., Aberdeen

BARRANCA Comp. Ship 677 John A. Le Lacheur & Co., Guernsey.
MAY QUEEN I Ship 733 William Shirres, Aberdeen.
sank nr. Lyttleton, N.Z. 26 Jan. 1888, arriving from London
THE CALIPH Comp. Ship 914 Alexander Hector, London.

Hall, Russell & Co., Aberdeen

INVERNESS Comp. Ship 725 J. & R. Grant, London. Lost 20 Dec. 1896
UMVOTI I Bark 442 J. T. Rennie, Aberdeen. Broken up 1928

Walter Hood, Aberdeen

CENTURION Comp. Ship 965 George Thompson Jr. & Co., Aberdeen.
Lost 1887
PATRIARCH I Ship 1339 George Thompson Jr. & Co., Aberdeen.
lost on Cape Corrientes, Cuba 23 Feb. 1912

Humphrey, Aberdeen

BUNDALEER W Ship 921 Richard Connor & Co., Aberdeen.

Wright, Kincardine

ALBANY W Bgn 295 Gillespie & Co., London. Lost 30 May 1870
INVERALLAN W Ship 660 J. & R. Grant, London.
KINGSTOWN W Bark 367 Scrutton, Sons & Co., London.

Petrie, Montrose

AURORA W Bktn 261 J. Petrie, Montrose.

Strachan, Montrose

ANN & MARY W Bktn 220 James Fraser & Co., Inverness.
GOOD INTENT W Bark 399 James Petrie & Co., Montrose.
1895 ADONIS O. T. Bjordam, Kristiania.

Brown & Simpson, Dundee

BALDOVAN I Ship 820 Taylor & Miller, Dundee.
GALATEA I Bark 581 Taylor & Miller, Dundee.
SCHIEHALLION I Bark 602 Cruikshank & Ring, London. Lost Jan. 1879

Dundee Shipbuilding Co., Dundee

STRATHARDLE W Bark 298 William Thomson, Dundee.
1873 ELSE ESCHRICHT J. F. Eschricht, Swinemunde.

Gourlay Brothers, Dundee

CHACABUCO I Ship 959 Balfour, Williamson & Co., Liverpool.

Alexander Stephen & Sons, Dundee

LAJU Comp. Ship 556 William O. Taylor, Dundee.
TONBRIDGE Comp. Ship 854 John H. Lunscombe, London.

Tay Shipbuilding Co., Dundee

E. M. YOUNG W Bark 345 James Paterson, Melbourne.
NARDOO W Bark 379 H. S. Smith, Melbourne.

Wallace & Fenton, Perth

BRITANNIA W Sch 99 Hugh McIntosh & Co., Nairn.
COTTICA W Bark 319 Adam, Pearson, Glasgow.
burned by U-boat Oct. 1916
MOREE W Brig 255 Capt. Peter Myles, Dundee.

John Watt, Dysart

LOTHRIE W Bark 280 James W. Robertson, Dundee.

Thomas Adamson, Alloa

BRAZIL W Bark 278 Builders, London.

J. B. Adamson & Co., Grangemouth

DON MARIANNA I Sch 68 Vicenti, Caseras & Co.
DON SEBASTIAN I Sch 68 Vicenti, Caseras & Co.
EQUATOR W Brig 265 Alex Adamson, London. Sunk 21 Jan. 1871
FLORENCE I Ship 841 James W. Adamson, London.
went missing 26 Jan. 1895, enroute Newcastle, NSW to Panama

Menzies & Co., Leith

PERI W Bark 250 John A. Simpson & Co., Leith.

Harland & Wolff, Belfast

JULIET I Ship 1243 C. T. Bowring & Co., Liverpool.
lost on Staten Island 1 Aug. 1878
LADY CAIRNS I Ship 1265 E. J. Harland, Belfast.

Information on later histories of the following vessels provided by the Editor: ARMIN, ASIA, CASTLEHEAD, GOLDEN GATE, HAWARDEN CASTLE, ISABEL CROOM, LADYBURN, MALLOWDALE, MARY BLUNDELL, MAY QUEEN, NORMAN COURT, PLEIADES, SANTONA, THE DOUGLAS, VICTORIA TOWER.

FALKLAND ISLANDS REPORT
by the Editor

In January of this year I was sent to the Falkland Islands by my employer, the South Street Seaport Museum, to undertake emergency stabilization work on the hull of the wooden full-rigged ship CHARLES COOPER, built at Black Rock, near Bridgeport, Connecticut, in 1856. The COOPER is the last intact hull of an American-built North Atlantic packet ship, and has been owned by the Museum since 1968. She lies grounded in the harbor of Port Stanley, where the Islanders used her as a warehouse for over a century. I was accompanied on the trip by George Matteson of New York, former captain of the schooner PIONEER, and former Director of the Museum's piers and ships.

I had made two earlier visits to the Falklands, in April 1976 and in February 1978, to record the CHARLES COOPER and other remains of American-built vessels surviving there. At that time the COOPER appeared to be holding together fairly well, though badly worn away over much of the starboard side. In late 1979 the Museum began to receive reports from Port Stanley of an ominous sagging of the starboard side amidships and the failure of one or more major deck beams. The reports were accompanied by predictions that a major collapse of that side would occur within the next few winters.

We left New York January 4th, on an overnight flight to Buenos Aires. In the Argentine Capital, final arrangements were made for the flight to Port Stanley. At present, only two planes a week leave Comodoro Rivadavia, Argentina for the Falklands, on Wednesdays and Saturdays. We were able to make reservations on the coming Saturday, giving us the better part of a week to kill in Buenos Aires.

Much of the time we spent exploring the Harbor. The older docks stretch from Darsena Norte, an entrance basin near the City center, several miles east to La Boca, the mouth of the Riachuela River. Darsena Norte is used by the Argentine Navy, and generally has moored in it from one to three square-rigged vessels. A permanent fixture is the former schoolship PRESIDENTE SARMIENTO, now a museum. She was built for the Argentine Naval Academy by Laird Brothers of Birkenhead, England in 1898, and made her last training cruise in 1938. The SARMIENTO is well-maintained, and appears to have gone through her career with no significant alterations. Also moored at the north side of the basin in 1976 and 1978, but absent in 1981, was the bark-rigged steam gunboat URUGUAY, built for the Argentine Navy by Laird Brothers in 1874. In 1903 this ship rescued the Otto Nordenskjold expedition from the Antarctic. She made further voyages to the Antarctic until 1922, and was then reduced to a hulk at Rio Santiago. Restoration of the URUGUAY was begun in 1954, and completed in 1967. She appears to be in excellent condition, but I have yet to find her open to the public. Moored on the south side of the basin in 1978, and again this year, was the present Argentine sail training ship LIBERTAD. The west side of Darsena Norte is used by Argentina's Antarctic fleet, and small naval auxiliaries.

From Darsena Norte eastward to La Boca there is a series of basins, most of them lined by dock cranes and four-storey red brick warehouses reminiscent of the larger British seaports. La Boca is the eastern entrance to the Port. There are two basins. The outer one connects with the docks just mentioned, and the inner one forms the mouth of the Riachuela. Between the basins, the channel is spanned by the towering structure of an ancient transporter bridge, and by the high level concrete bridge that replaced it. Both basins are the home of fleets of tugs, many of them still steam-powered; floating cranes; and numerous self-propelled suction dredges. The latter seem to be bringing sand and gravel for use in construction, from locations out in the estuary. Plans on file at the South Street Seaport Museum show that the ship WAVERTREE was once proposed for conversion to such a vessel at Buenos Aires, but the work was never carried out.

The basins are also home for a motley fleet of small cargo vessels of all descriptions. Most appear to have been rebuilt, or modernized, several times. Some are laid up and badly in need of paint. Almost in the middle of the inner basin sits the wreck of the large sidewheel river steamer WASHINGTON, built by A. & J. Inglis at Glasgow in 1906. She is resting on an even keel, with her main deck just awash, and is intact except for the two slender, raking stacks, which have been pulled down since I saw her in 1978. The basin, and the Riachuela, are thoroughly polluted, with ink black, oily waters which give off sulphurous odors. WASHINGTON is being preserved by a tarry coating that looks inches deep. La Boca is considered the picturesque section of the Buenos Aires waterfront. There are some good seafood restaurants, and a few antique and junk shops, at one of which I picked up a ship in a bottle, and two crucifixes in bottles. It has also apparently been something of an artist colony. A plain modern building, facing the inner basin, houses the Museo de

Bellas Artes de la Boca, which has several floors of galleries of Argentine 20th century painting and sculpture, as well as one gallery of nautical items; twenty-eight figureheads, mostly from Argentine coastal traders, and some miscellaneous objects in a glass case including a few ships in bottles. Upstream from the basin, the Riachuela is a narrow, winding stream, mainly lined with warehouses, timber yards, and piles of sand and gravel. After a few miles, it is all but blocked by several wrecks, that protrude from the oily water at odd angles.

We also spent a day in the delta resort area around Tigre, an hour's train ride west of Buenos Aires. Tigre is a pleasant town of attractive homes and tree-lined streets. There are several major rowing clubs on the shore, occupying palatial buildings of various architectural styles. Other rowing clubs are located away from the water, and move their racing shells back and forth on dollies using rails built into the streets. Tigre is also the home of Argentina's leading nautical museum, which I found open in 1978. It occupies a handsome 19th century building that was once workshops for the Navy. As tends to be the rule in Latin America, a large part of the exhibits consist of naval relics. However, there is a large room devoted to the Country's merchant marine, including a number of models of unique vessel types, both sail and power, developed for the rivers and the Rio de la Plata estuary. Also on exhibit, is a display half model of the steamer WASHINGTON.

From a landing near the railway station, handsome varnished and well-maintained covered launches leave on trips through a labyrinth of narrow channels in the delta area between the town and the main channel of the Parana River. The round trips range from less than two hours, to six hours. I had taken one of the shorter trips in 1978, so we decided on a six hour trip this time. The delta is composed of many flat, heavily-wooded islands. Every channel is lined with cottages, summer camps, and small resorts, at which the launches stop on request. Near to Tigre, there are a number of shipyards, both active and abandoned. The abandoned ones generally have a few old vessels grounded along the shore; rotting wooden hulls that look like old coasting schooners, and rusting steamers reminiscent of some of the models in the museum. On the outward trip we met a steady stream of small motor vessels transporting timber. They have wooden hulls, a Mediterranean-looking clipper bow, and a two-storey wheelhouse aft, and are usually brightly painted. The timber is about the size of pit props and is stacked as high as the wheelhouse windows, and overhangs the water on both sides. This load leaves very little freeboard, and viewed bow-on the vessel looks like a floating woodpile with a bone in its teeth. We later saw a jetty where the timber was being loaded from narrow gauge railway cars. Also traversing the channels were similar boats serving as floating stores for the numerous landings, stacked high with soft drink cartons, or crates of vegitables.

Three hours from Tigre, we emerged onto the broad, muddy main channel of the Parana, and crossed over to a landing on the far side, consisting of a small bar and restaurant, and some outbuildings. After a twenty minute stopover, we reembarked and made the trip back to Tigre through a different series of channels.

On January 9th we resumed our journey southward, flying from BuenosAires to Comodoro Rivadavia. "Comodoro" is a dusty town on a narrow strip of land between the ocean and a high bluff. The surrounding landscape is desert, and one of Argentina's richest oilfields. Wells dot the barren rolling hills, and stand on flimsy-looking platforms well out in the bay. It was here that the ex-Laeisz five-masted bark POTOSI, as the Chilean FLORA, burned out in 1925. Her wreck apparently lies in deep water, well offshore.

At 8:30 the following morning we left Comodoro Rivadavia for the Falklands, in a Fokker Friendship belonging to the Argentine Air Force; a prop plane carrying around thirty passengers. Two and a half hours later, we set down in a landscape that was a complete contrast to the one we had left. Though both regions are treeless, the Falklands are as lush, moist and cool as the nearby coast of Argentina is barren, dusty and hot. The typical day in Port Stanley is about two-thirds low gray overcast, and one-third periods of blue sky and sunshine. Mornings often begin with a flat calm, but there is usually a good breeze blowing by afternoon. The airport was completed around 1977. Before that there was a temporary strip built in 1972. Before 1972 all people and supplies arrived by ship from Montevideo, or Europe.

The capital town of Stanley, usually referred to outside the Islands as Port Stanley, is four miles from the airport. There are 1800 people living in the Falklands, about half in Stanley, and half scattered throughout the Islands in tiny sheep-raising settlements. Stanley lies on the south side of an elongated harbor well protected from the open sea. It is a town of modest cottages generally painted white, with bright red or green roofs. A few are built of stone, but most are frame, surfaced with corrugated metal. The heating fuel is peat, which gives Stanley a unique pervasive odor. The popular means of transport is the Land Rover, as aside from the airport road, the only paved road in the Islands, and virtually the only road worthy of the name, is eleven kilometers recently built in the direction of Darwin Settlement. These eleven kilometers, over a terrain of either rocks or peat bogs, have taken three years to build, and the total distance to Darwin is about 86 kilometers. Internal communications depend heavily on an Air Service consisting of two six-passenger Beaver float planes. The Falklands are a British colony, and nearly all the inhabitants are of British ancestry. The Islands are also claimed by Argentina.

As usual, soon after arriving we were able to obtain the loan of a skiff, for as long as we might need it. The CHARLES COOPER lies grounded about fifty yards off shore, right off the center of Stanley. She was formerly joined to shore by a jetty. In its last rebuilding, the jetty was given longitudinal supports that had originally been the steel yards of the French-built four-masted bark FENNIA, ex-CHAMPIGNY, condemned at Stanley in 1927. The decking reportedly came from the 1843 steamer GREAT BRITAIN. Around the time the South Street Seaport Museum acquired the CHARLES COOPER, the decking was removed, and the inner end of the jetty structure was dismantled. The remaining FENNIA spars are still in position, and have their original bands and jackstays.

The main change in the condition of the CHARLES COOPER, since 1978, was a sagging of the lower deck along much of the starboard side. The side in this area has been badly worn and eroded away, probably as a result of damage that took place when ships were still mooring alongside. Amidships, from the lower deck down to below the low tide mark, it is gone completely. The loss of any support along the starboard side left the beams of both decks supported only at the portside, and by a row of pillars on the centerline. These pillars were already badly eroded, and a few were missing, in 1978. Apparently all but one gave way during 1979. Since the one pillar that refused to give way was now supporting a large area of both decks, something had to give and both beams directly above, at lower deck and main deck, cracked. Our major objective had to be stopping the descent of the ship's upper starboard side, by restoring some solid support under the starboard side of those beams.

We began by taking soundings outboard of the starboard side, close to the hull, and six feet or so away from it. We found a minimum depth of around six feet, dropping off rapidly. The bottom also appeared to be fairly soft. At this point, we decided that building a structure outside the ship, for support

and buttressing, was impractical. It might have been feasible with proper equipment, but the only piledriver in Port Stanley was on another jetty. And, even if there had been some means for getting it afloat, putting it back in working condition looked like a major undertaking.

It was now clear that the supports would have to be placed inside the ship, in the area between the centerline and the starboard side. We began sounding the lower hold with long steel rods, through a series of holes bored in the tweendeck planking. This planking, which is four inches thick, is original and virtually complete from bow to stern. We found it to be very sound, in spite of being over a century old. Our sounding rod made solid contact with the inside of the ship's bottom in most locations. Where it didn't, it was stopped by large wooden obstructions. The deepest soundings, alongside the apparent keelson, were roughly thirteen feet to the surface of the lower deck. Fill in the lower hold consists of mud, clay and mixed debris. The debris is mostly small stones, bottles, and other items of similar size, with apparently a few loose timbers. The depth of the fill ranges from about four to seven feet. Aside from a few of the lowest points, it appeared to be firm enough to hold pilings securely in place.

We began search for materials to use as pilings, while working on designing a system for connecting the pilings to the beams they were to support. We were hoping to keep down expenses by salvaging cast-off steel or timber, and spent most of the remainder of the first week following up hopeful leads which did not pan out. At one point, we hoped to acquire surplus six-inch diameter heavy steel pipe from the Argentine oil company. They eventually decided the small amount of pipe we needed was worth $15,000! Any used timber we found that was the right size turned out to be slated for further use. The Falklands have no native forests. Consequently, every building material except stone has to be imported.

After a week of this, we gave up the search, and purchased timber for our pilings from the Falkland Islands Company Store, for less than $1500. Our First purchase was fifty-two 4 x 4's fifteen feet in length. These were drilled, and bolted together to form twenty-six 4 x 8's. Bundles of the pilings were then towed out to the COOPER with the skiff. In the meantime, Joe (George Matteson) had come up with a design for a U-shaped cradle to fit under each beam, between pairs of pilings. A local welder was hired to fabricate thirteen of these. We had decided to place our supports under six deck beams; the three immediately forward of the lowest point of the sagging deck, and the three immediately aft of that point. One beam would be supported by three pairs of pilings, and the other five beams by two each.

This system nescessitated cutting openings in the tweendeck planking, through which to drive the pilings down into the hold. Where possible, we used openings that already existed. Elsewhere, we made an opening twelve inches by twelve inches on either side of the beam. The first ones were cut using a hand auger and a hand saber saw. However, the four inch planking proved to be sound enough to make this very slow and tiring work. To complete the job, we borrowed a gasoline chain saw left behind in 1978 by the crew that salvaged a portion of the wreck of the ST. MARY for the Maine State Museum.

Once the holes had been cut, we could drop the pilings into place and begin driving them down into the fill in the hold. Driving the pilings with a sledge hammer, even with their ends chiselled to a point, proved to be far too slow. The solution we came up with was forcing them downward with a three-ton capacity chain hoist. We attached the hoist to a chain wrapped around the beam, and a wire sling over the top of the piling, and drove the timbers downward by drawing the two together. (to be continued)

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 6, DEC. 1981 EDITOR NORMAN J. BROUWER

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1868
(Ships, Barks or Barkentines)
Compiled by the Editor

Palmer's Shipbuilding & Iron Co., Newcastle

BEAU IDEAL — I Ship 1419 G. Fletcher, Liverpool.
KNIGHT BACHELOR — I Ship 1405 Carlyle Brothers, London.
PORTIA — I Ship 1424 Moore & Co., London.
1901 ODDERO — broken up circa 1911

Schlesinger, Newcastle

RIVER LUNE — I Ship 1126 Hargrove & Co., Liverpool.
wrecked on Scilly Isles July 1879, L'Orient to Ardrossan

Redhead, Softley & Co., South Shields

KARIKAL — I Bark 615 Mathieu & Co., Nantes.
MIRO — hulked at Genoa 1906
PERI — I Ship 777 W. Wright, South Shields. broken up 1910

W. Doxford, Sunderland

CATALINA — I Bark 500 Ylurriaga & Co., Bilbao.
CHILDERS — I Bark 927 Hughes & Co., Liverpool.
1896 GREGORIO — Bertolotto Giuseppe, Genoa. broken up at Genoa 1909
DOXFORD — I Bark 682 H. Hughes, Liverpool.
1903 HENRIETTE HAASMAN
1907 IDA
PANUCO (Cuban molasses tanker schooner barge)
GANYMEDE — I Bark 569 Jackson & Co., Liverpool.
hulk at Wellington, N.Z. broken up at Nelson, N.Z. 1934
GLORIA — I Bark 729 Olano & Co., Liverpool.
abandoned in S. Atlantic 8 April 1895, Swansea to Valparaiso
TIMES — I Bark 682 G. Gardiner, Liverpool.

Iliff, Mounsey, Sunderland

ALCESTIS — I Bark 399 Penney & Co., Shoreham.
hulked 1908. used at Adelaide, Aust. remains reportedly now lie near Cairns, Aust.
BEN MORE — I Ship 536 R. Turcan, Kincardine.
CHARLOTTE — I Bark 353 J. Russell, Cork.
1907 TOMASO DRAGO G. Drago, Genoa.
1912 JANES Sweden
1925 DIEGO Mauritius wrecked on Eagle Island, Almirantes 20 June 1935

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Iliff, Mounsey, Sunderland (Cont.)

GOLDEN RUSSET — I Bark 399 Brown & Co., Sunderland.
KINGDOM OF BELGIUM — I Bark 514 Gosman & Co., London.
LOUISE — I Bark 426 Viale, Marseille.

Laing, Sunderland

LARKSPUR — I Bark 417 R. Gayner, Sunderland.

T. R. Oswald, Sunderland

CASHMERE — I Ship 1245 de Wolf & Co., Liverpool.
LOFTUS — wrecked off Landana, Florida Feb. 4, 1898, Pensacola to Buenos Aires
CASSANDRA — I Bark 711 Jones & Co., Liverpool.
1907 VAAR
FRANK WILSON — I Bark 326 Wilson & Co., Liverpool.
HOOGHLY — I Ship 1300 G. Stanton, London.
CAMBRIAN QUEEN
JAMES WILSON — I Bark 326 Wilson & Co., Liverpool. went missing
POLYXENA — I Bark 711 Jones & Co., Liverpool. 24 Feb. 1883
TROWBRIDGE — I Ship 1329 G. Stanton, London. Melbourne to
1897 GAETANO CASABONA — F. Casabona, Genoa. Algoa Bay

Pile, Sunderland

ARCOT — I Ship 1191 G. D. Tyser, London.
CALLISTO — I Bark 545 Jonathan Hay, Sunderland.
CERASTES — I Bark 573 John Hay, Sunderland.
CHACMA — I Bark 569 John Hay, Sunderland.
DACRE — I Bark 425 T. Nicholson, Sunderland.
DECAPOLIS — I Bark 650 T. B. Walker, London.
1901 NOSTRA MADRE — G. B. Drago, Genoa. sunk by U-boat 17 June 1917
SYRIA — I Ship 1010 J. Nourse, London. wrecked Fiji Is. 1885

Thompson, Sunderland

IRES-HOPE — I Ship 1113 Middle Dock Co., Newcastle.
1876 HIGHMOOR — Lancaster Shipowners Co., Lancaster.
wrecked around 20 Jan. 1895 on Glorioza Island, Cardiff to Mozambique

Denton, Hartlepool

BRITISH EMPIRE — I Bark 496 R. Brewis, Hartlepool.
burned at St. Thomas, W.I. 1883
LUTTERWORTH — I Ship 883 Milburn & Co., London.
hulked at Wellington after dismasting 1906. scuttled off Wellington 26 June 1950

Pearse, Stockton

URIBES — I Bark 250 de Uribe, Stockton. hulked at Port Adelaide

Richardson, Stockton

FOXGLOVE — I Bark 435 R. Gayner, Sunderland.
FRANCIS THORPE — I Ship 1297 Thorpe & Co., Liverpool.
wrecked at Salina Cruz Aug. 1890, arriving from Montevideo

Green, London

CARLISLE CASTLE — I Ship 1458 Green & Co., London.
wrecked on Coventry Reef 11 July 1899, Glasgow to Fremantle

G. R. Clover & Co., Birkenhead

BENGAL I Ship 1296 Clint & Co., Liverpool.
wrecked on Shorts Island 23 March 1892, Liverpool to Sandshead

CHINSURA I Bark 1275 T. & J. Brocklebank, Liverpool.
1893 LUCCO P. Maggiolo, Genoa.
1898 NEST P. Landberg & Zoon, Batavia.
1920 LWOW (aux., training ship) Polish Government.
serving as barracks hulk at Gdynia in 1937

EDITH WARREN I Ship 1286 Warren & Co., Liverpool.
1880 CHILDWALL C. W. Kellock & Co., Liverpool.
sunk in collision off Flushing 2 Jan. 1892, Iquique to Antwerp

NORTH I Ship 1344 Coubrough & Co., Liverpool.
1895 CASABONA Giovanni Casabona, Genoa. broken up at Genoa 1906

Bowdler, Liverpool

ALCATRAZ I Ship 843 Myers & Son, Liverpool.

BLANCHE & LOUISE I Bark 581 Laquellec & Co., Bordeaux.
RATHLIN ISLAND hulked 1909. employed at Melbourne. broken up 1957

DALTON I Bark 572 J. Steel, Liverpool.
1887 ELLA NICOLAI
INGA went missing Feb. 1912

NEREUS I Ship 1068 Myers & Son, Liverpool.
lost off Southport 1884

SCYTHIA I Ship 886 W. Nicol, Liverpool.

ZADOK I Bark 603 Glynn & Son, Liverpool.
went missing 1 June 1898, Ensenada to Falmouth

R. & J. Evans & Co., Liverpool

ALICE DAVIES I Bark 590 Davies & Co., Liverpool.

ARCHIBALD FULLER I Bark 700 H. Coghill, Liverpool.
went missing 1882, San Francisco to U.K.

CLEVEDON I Bark 698 Friend & Co., Liverpool.

TENBY CASTLE I Bark 588 Richards & Co., Liverpool.

THEOPHANE I Ship 1587 Heap & Sons, Liverpool.
went missing 11 Dec. 1891, Newcastle, NSW to Mollendo

Liverpool Shipbuilding Co., Liverpool

RIVER JUMNA I Bark 500 Hargrove & Co., Liverpool.

Potter, Liverpool

BORROWDALE I Ship 1197 J. Newton, Liverpool.
sunk by U-boat 3 May 1917

T. Royden & Son, Liverpool

ACULEO I Ship 756 Duncan & Co., Liverpool.

BRITISH SCEPTRE I Ship 1484 British Shipowners Co., Liverpool.
1891 IQUIQUE went ashore near Brouwershaven, Neth. 30 Dec. 1891

CASABLANCA I Bark 582 Nicholson & Co., Liverpool.
hulked 1912. employed at Melbourne. scuttled off Port Philip Heads 16 Feb. 1950

DEVA I Ship 769 J. Walmsley, Liverpool.

GLENCORSE I Ship 1046 Alexander & Co., Liverpool.
abandoned off Cape Horn 12 Dec. 1891, Liverpool to Valparaiso

T. Royden & Son, Liverpool (Cont.)

HADDON HALL I Ship 1416 R. Alexander, Liverpool.
ISMYR I Bark 595 Royden & Co., Liverpool.
L'ALLEGRO I Bark 595 Royden & Son, Liverpool.
LADY LAWRENCE I Ship 1407 Fernworth & Co., Liverpool.
went missing 11 July 1895, Newcastle, NSW to Valparaiso
M. C. NELSON I Bark 612 Nelson & Co., Liverpool.
1880 BENGAIRN A. Rae & Co., Liverpool.
1896 FANNY V.
MALLENY I Ship 1025 Alexander, Liverpool.
wrecked on Tuskar Rock 15 Oct. 1886, Cardiff to Rio
PENDRAGON I Ship 1278 McDiarmid, Liverpool.
burned in Pacific 3 Nov. 1896, Tocopilla to Channel
SAINT MONAN I Ship 1469 Rankin & Co., Glasgow.
VIOLA I Bark 611 Bowring & Co., Liverpool.
1899 PEPPO Giuseppe D'Esposito, Castellammare. hulked Genoa 1920

Lune Shipbuilding Co., Lancaster

ANNIE FLETCHER I Bark 491 Fletcher & Parr, Liverpool.

Williamson, Harrington

GLENGABER I Bark 690 Johnston & Co., Liverpool.
OHR sunk in collision off Lundy Is. 10 Sept. 1899, Cardiff to Bahia
JANE SPROTT I Bark 688 J. Sprott, Liverpool.
COPELAND hulk at Albany, West Australia. scuttled off there 1928

Robertson, Greenock

MALABAR I Ship 1200 J. Kerr, Greenock.
abandoned on fire 20 Sept. 1870
ZANZIBAR I Ship 1200 J. Kerr, Greenock.
CAPE HORN went missing in late 1880's

Scott, Greenock

CRECIAN I Ship 1272 W. Orr, Greenock.
wrecked at Montserrat, Trinidad 29 Nov. 1896, Guadeloupe to London

Steele, Greenock

ARABY MAID I Ship 837 Thompson & Co., Leith.
ASSAYE I Ship 1281 J. & W. Stewart, Greenock.
went missing 16 March 1890, London to Wellington
CARTSBURN I Ship 1257 Shankland & Co., Greenock.
burned 7 Aug. 1880
HARTFIELD I Ship 815 Richards & Co., Glasgow.
burned 9 Sept. 1895, Greenock to Cape Town
LAKE SUPERIOR I Ship 1274 Canada Shipping Co.,
SUPERIOR
FJELLTURN hulked at Gibralter 1921
PARSEE I Ship 1281 J. & W. Stewart, Greenock.
RALSTON I Ship 815 Richardson & Co., Glasgow.
WALTER BAINE I Ship 898 Baine & Co., Greenock.

Duncan, Port Glasgow

COLOMBO I Ship 1199 J. Kerr, Greenock.
1898 ALTAVELA

Duncan, Port Glasgow (Cont.)

CORLIC — I Ship 844 Leitch & Co., Greenock.
JANE DAVIE — I Ship 799 Henderson & Co., Glasgow.
MARGARET GALBRAITH — I Ship 841 Henderson & Co., Glasgow.
wrecked on Farrallon Reef 26 March 1905, River Plate to U.K.
ROZELLE — I Ship 1286 R. Cuthbert, Greenock.
SINDE — I Ship 1200 J. Kerr, Greenock.

Hill, Port Glasgow

JERFALCON — I Bktn 287 Crawford & Co., Greenock.
hulk at Melbourne by 1920's. still in use 1951
ROOPARELL — I Ship 1044 P. Playfair, Glasgow.

Reid, Port Glasgow

IVANHOE — I Ship 1383 Williamson & Co., Liverpool.
wrecked at Honolulu 30 Dec. 1915
JEYPORE — I Ship 1496 MacKinnon & Co., Liverpool.
PROSPERO — I Bark 696 J. T. Cross, Liverpool.
WILLIAM LINDSAY — I Ship 959 W. Lindsay, Leith.

J. Fullerton & Co., Paisley

ST. KILDA — I Bktn 198 J. Kidston, Glasgow.

Henderson, Coulborn, Renfrew

COPSEFIELD — I Bark 483 Scrutton Son & Co., London.
BERTHA
1904 BOSCHETTO — Lazzaro Maggiolo, Genoa. hulked 1911

Dobie, Govan

MARANON — I Bark 585 Donaldson, Brothers, Glasgow.
burned at Antofagasta Dec. 1874

London & Glasgow Shipbuilding Co., Govan

GLENALLAN — I Ship 782 Ross & Co., Glasgow.

Aitken & Mansell, Glasgow

DUNFILLAN — I Ship 853 W. Ross, Glasgow.
1874 MATAURA — New Zealand Shipping Co., Lyttleton.
1895 ALIDA — Bruusguard, Drammen. abandoned in Pacific 24 Aug. 1900

Barclay, Curle & Co., Glasgow

BEN LEDI — I Ship 1057 Watson Brothers, Glasgow.
wrecked on Abrolhos Shoal 16, Dec. 1879
BEN NEVIS — I Ship 1055 Watson Brothers, Glasgow.
1898 ASTORIA — abandoned in North Atlantic 24 Jan. 1912
BUCKINGHAMSHIRE — I Ship 1466 G. Marshall, London.
CARISBROOKE CASTLE — I Ship 1415 Currie & Co., London.
1890 ERROL — wrecked on Middleton Reef 18 June 1909, Chambote, Peru to Newcastle
CITY OF EDINBURGH — I Ship 1202 Smith & Sons, Glasgow. lost circa 1869-70
CITY OF LONDON — I Ship 1199 Smith & Sons, Glasgow. wrecked 1870
LAKE ERIE — I Bark 988 Canada Shipping Co., Glasgow.
broken up at Genoa April 1914
LAKE ONTARIO — I Ship 1061 Canada Shipping Co., Glasgow.
went missing 26 April 1898, Liverpool to Wellington

Barclay, Curle & Co., Glasgow (Cont.)

MEDEA I Ship 1066 Carmichael, Greenock. broken up 1910
MINERVA I Ship 1365 J. & A. Allan, Glasgow.
NORNA I Ship 1050 Hendry, Greenock. hulked Bahia Bay 1899
STRATHBLANE I Ship 1440 J. & A. Allan, Glasgow.
wrecked 25 mi. N. of Astoria 3 Nov. 1891, Honolulu to Portland, Ore.

C. Connell & Co., Glasgow

CITY OF PERTH I Ship 1189 Smith & Sons, Glasgow.
1883 TURAKINA New Zealand Shipping Co., Lyttleton
1899 ELIDA
1913 TURAKINA sunk by U-boat 2 May 1915
JANET COURT I Ship 1000 Brown & Co., Glasgow.

Dobie, Glasgow

ACHIEVEMENT I Bark 504 Doward Dickson & Co., Liverpool.
1894 PRINCE JAMES went missing 2 Dec. 1895, Newcastle, NSW to Valparaiso
ADVANCEMENT I Bark 500 Doward Dickson & Co., Liverpool.
PRINCE JOHN
SELWYN CRAIG employed as hulk at Auckland, N.Z.
BIRMAH I Bark 846 J. M. Wood, Liverpool.
CANDIDATE I Bark 765 J. Gambles, Liverpool.
NORTH GLEN I Bark 499 L. Hodgson, Liverpool.
PENANG I Bark 499 J. Jones, Liverpool.
RIVER INDUS I Ship 1045 Hargrove & Co., Liverpool.
hulk at Iquique. in use 1927
RIVER KRISHNA I Ship 1086 Hargrove & Co., Liverpool. lost circa 1875
YOSEMITE I Ship 768 Ismay & Co., Liverpool.

Randolph, Glasgow

GALATEA I Ship 1477 S. R. Graves, Liverpool.
foundered SE of Cape Clear 16 Nov. 1880, Liverpool to Bombay

A. Stephen, Glasgow

ANNIE RICHMOND I Bark 694 P. G. Sharp, Liverpool.
BELLE OF LAGOS I Bark 228 G. Eastee, Liverpool.
CENTURION I Ship 1253 J. McKillar, Glasgow.
1895 ANGELO Teresa Fontana in Cichero, Genoa.
1895 ANGELO PARODI
1899 PROVVIDENZA broken up 1909
CLYDESVALE I Bark 474 Wyllie & Co., Glasgow.
COMADRE I Ship 772 Ismay & Co., Liverpool.
went missing 15 April 1895, Chittagong to Trinidad

Thompson, Glasgow

CLANRANALD I Ship 1243 Kidston & Co., Glasgow.
1875 LOCH RANNOCH Glasgow Shipping Co., Glasgow.
1901 PAOLO T. Angelo Tagliavia, Palermo. broken up in Germany 1909

A. McMillan & Son, Dumbarton

GLENAVON I Ship 1080 Gow & Co., Glasgow.
GLENORCHY I Ship 1286 Gow & Co., Glasgow.
PETER STUART I Ship 1490 Stuart & Co., Liverpool.
wrecked on Chebogue Pt. 3 July 1892, St. John to Liverpool

Alexander Hall, Aberdeen

LUKE BRUCE
I Bark 320 Darbyshire, Liverpool.
later Danish barkentine. later coal hulk at Liverpool.
reportedly still there around 1951

Hood, Aberdeen

GLENAVON
I Ship 830 A. Nicol, Aberdeen.

Brown & Simpson, Dundee

CLENLYON
I Ship 693 Taylor & Co., Dundee.
1896 ANGELA E MARIA
MARION (U. S. schooner barge) burned at New York 1903. still in register 1925

HAVILAH
I Bark 495 W. Nicol, Dundee.
wrecked at Nystad 22 Oct. 1899, Tornea to Tyne

Gourlay Brothers, Dundee

LA ESCOCESA
I Ship 996 Balfour & Co., Liverpool.
1899 COALINGA J. L. Howard, San Francisco.
1906 STAR OF CHILE Alaska Packers Assoc., San Francisco.
1926 ROCHE HARBOR LIME TRANSPORT (barge) Roche Harbor Lime & Cement Co.
1941 SCOTTISH LADY (4-masted schooner; no voyages) A. B. McCollum, Chicago.
reduced to schooner barge 1942. broken up during 1955 at Vancouver

LEBU
I Ship 726 Balfour & Co., Liverpool.
wrecked nr. Port Elizabeth 17 May 1899, Christiania to Algoa Bay

Scott, Inverkeithing

CRAIG ELLACHIE
I Bark 609 Grant & Co., Inverkeithing.

Harland & Wolff, Belfast

BROUGHTON
I Bark 580 Ismay & Co., Liverpool. lost in 1902

STAR OF GREECE
I Ship 1289 Corry & Co., Belfast.
wrecked off Port Willunga, Australia 13 July 1888, Port Adelaide to London

STAR OF PERSIA
I Ship 1227 Corry & Co., Belfast.
1893 EDITH C. M. Matzen, Hamburg.
abandoned in Pacific March 1903, Puget Sound to Port Pirie

ADDITIONS AND CORRECTIONS TO LISTS OF U.K. LAUNCHINGS, 1869-1875

(Information provided by John Burlinson, John P. F. H. Cook, Richard Cookson, Dr. Jurgen Meyer, Andrew Nesdall, and the Editor)

ABBEY HOLME (sup. 4 page 2) sold to France for breaking up 1927
AILSA (sup. 3 page 10) broken up at Jeddah, Arabia 1907
ANDES (sup. 1 page 4) burned at E. Antigua, West Indies
AUCKLAND (sup. 1 page 8) lost off Possession Is., S.W. Africa 3 March 1909
AURIGA (sup. 4 page 3) scuttled in Bass Strait 5 Feb. 1930
AVALANCHE (sup. 1 page 10) collided with bark FOREST QUEEN off Portland, Eng. on 10th, London to New Zealand
BARON ABERDARE (sup. 1 page 5) renamed KATHERINE in 1885. stranded Jan. 1901
BELTANA (sup. 4 page 3) renamed 1897. wrecked 1899
BRIGHTON (sup. 3 page 2) lost at East London, S. Africa 25 July 1881

CANOPUS (sup. 3 page 4) home port should be Bremen
CAPE CLEAR (sup. 4 page 7) went missing 1900
CARDIGAN CASTLE (sup. 3 page 9) lost nr. Ostional, Costa Rica 1 June 1909
CATHCART (sup. 5 page 2) driven ashore while loading at Martin River 16 Nov. 1911
CHOCOLATE GIRL (sup. 4 page 6) wrecked on Lizard Pt., Eng.
CITY OF AUCKLAND (sup. 4 page 2) wrecked on Otaki Beach, London to Napier
CONCORDIA (sup. 4 page 3) bow lies beached nr. Dunelly, Tasmania (1981)
CUMBRIA (sup. 1 page 3) abandoned after cargo shifted June 1889, Cardiff to B.A.
DONA FELICIANA (sup. 4 page 2) laid down as MAYQUEEN for British owners. renamed DONA TELESFORA in 1874. wrecked off Borneo March 1881
DUNCRAIG (sup. 3 page 11) hulked at Bermuda after dismasting
DUNEDIN (sup. 1 page 8) went missing 20March 1890, Oamaru to London
DURHAM (sup. 1 page 5) third renaming in 1919. broken up in Italy
ELIZA RAMSDEN (sup. 1 page 9) sank off Pt. Nepean, Australia 24 July 1875
GERTRUDE (sup. 1 page 6) went missing 27 Sept. 1878, out of Charleston, S.C.
GLENTILT (sup. 1 page 1) wrecked at Valparaiso
GRETA (sup. 1 page 7) broken up at Ardrossan 1923
JOHN GAMBLES (sup. 1 page 7) stranded at Papeete 24 May 1901
KENTISH LASS (sup. 2 page 7) went missing 14 June 1890, Hokianga to Sydney
LOCH DEE (sup. 3 page 9) went missing 3 March 1883, Lyttleton to Falmouth
LOCHEE (sup. 1 page 11) renamed ELENA in 1915. second renaming 1919
LOCKSLEY HALL (sup. 5 page 1) renamed CARVOEIRA 1887 as hulk in Amazon. broken up 1922
LOTHAIR (sup. 3 page 7) lost around 1910
MAGGIE TRIMBLE (sup. 3 page 10) renamed WEIWERA in 1898 by Flugge, Johannsen & Lubinus, Hamburg. renamed GABRIELLA in 1904.
MAJU (sup. 1 page 11) Iron Ship, 953 T., owned by Killick, Martin & Ritchie, London. wrecked nr. Barvas, Hebrides 21 Oct. 1874, Dundee to Rangoon.
MARIE ANGE (sup. 3 page 9) went missing 9 July 1884, Newcastle to Port Chalmers
MEROPE (sup. 3 page 6) abandoned on fire off Western Is. June 1890, Lyttleton to London.
MIAKO (sup. 4 page 4) converted to barge in Cuba 1912
MONKSHAVEN (sup. 3 page 2) lost in S. Atlantic, Swansea to Valparaiso
MORNING LIGHT (sup. 1 page 2) should be MORNING STAR. sunk in collision off Great Yarmouth 1906
OCEAN MAIL (sup. 4 page 5) wrecked on Chatham Is. 21 March 1877, Wellington to London
PARTHIA (sup. 1 page 7) abandoned on fire off Chilean coast 25 Sept. 1895
RESPIGADERA (sup. 1 page 4) wrecked off Pt. Firmin Sept. 1888, Newcastle, NSW to San Pedro
SNOWDONIA (sup. 1 page 6) foundered off Scottish coast 1881, Aruba to U.K.
SWANSEA CASTLE (sup. 1 page 10) lost Feb. 1906
THE CALIPH (sup. 5 page 7) went missing 15 Aug. 1871, outward bound for Shanghai
TURKESTAN (sup. 1 page 5) lost on Welsh coast on 18th, New York to Liverpool
ULLOCK (sup. 1 page 1) remains lying near Port Adelaide (little more than keel) are reportedly this vessel (1981)
VICTORIA TOWER (sup. 5 page 1) wrecked near Bream Creek, Victoria 17 Oct. 1869

FALKLAND ISLANDS REPORT (Cont.)

In most cases, our pilings fetched up solidly on the inside of the ship's bottom. A pretty substantial pull was needed to gain the final foot or so. We then sawed the pilings off a few inches above the surface of the lower deck. The welder delivered the steel cradles, which we fitted under the beams. The two steel angles bridging the gap between each pair of pilings were fitted over the

rods at the ends of the cradle, and as the nuts were screwed down on these rods, the cradles took over support of the beams. Additional 4 x 4's were purchased, cut to length, and wedged and nailed in place as pillars between the lower deck and the underside of the main deck beams. This completed the shoring work.

Other work done on the ship included nailing up loose sheathing planks on the transom, filling the extreme forward lower hold with broken-up drainpipe to block openings worn in the hull at the waterline, nailing down loose sheets of the corrugated roofing over the ship, and getting rid of a large quantity of the drainpipe which had been left stored in the aft tweendeck, in order to reduce the weight on the ship in that area.

When unable to work on the COOPER due to delays in getting materials, tides or weather, we did some additional collecting of data on the more important hulks lying in the harbor. I was able to make measurements for a complete structural deck plan of the British bark JHELUM, and for the lower deck of the Canadian bark ACTAEON, as well as measurements of some features of the COOPER missed in 1978. I made some inquiries about possible sources of old photographs in Stanley, hoping to find earlier views of the CHARLES COOPER, and met with unexpected success involving another South Street Seaport Museum vessel, the WAVERTREE. Peter Gilding, schoolmaster at the Stanley Senior School, had set up a photography club, partly using equipment left by Peter Throckmorton after our 1978 expedition. One of his students, parking his bicycle in someone else's garage, had discovered a pile of glass plates probably once earmarked for use in a greenhouse. They proved to be negatives of sailing ships in the harbor around 1910. Four showed the WAVERTREE when she arrived dismasted in December of that year. Three of these were the original negatives of views we had already seen poorly reproduced and cropped. The fourth was a view of the ship we had never seen before. The razor-sharp quality of these old negatives makes possible enlargements of almost any size, for study or display use. Other views in the collection include several of the American bark NUUANU, which spent a long period in Port Stanley after being largely dismasted. Memoirs of Capt. Jocelyn, her Master, were later published in England under the title Downeaster Captain.

Shortly before leaving Port Stanley, we also spent an evening with Madge Biggs, who can remember going aboard sailing ships as a child, seventy years ago, and who also has a large collection of photos and negatives of these vessels, some of them going back to the 1860's. I flew out of the Falklands on January 28th, returning to New York by way of Buenos Aires. George Matteson left the Islands on the next plane, three days later.

MAJOR SAILING SHIP REMAINS IN THE HARBOR OF PORT STANLEY

(LOG CHIPS readers who have copies of Condemned at Stanley by John Smith will note some corrections to the information given there on the CAPRICORN, CHARLES COOPER, MARGARET, and EGERIA.)

ACTAEON

HISTORY: Bark, 651 tons, built at Miramichi, New Brunswick in 1838. Put into Port Stanley for repairs 27 January 1853, after attempt to round Cape Horn enroute Liverpool to San Francisco with coal. Condemned and hulked. Later sunk at end of jetty. CHARLES COOPER now lies along offshore side.

DESCRIPTION: Wooden hull cut down to just above tweendeck. A fragment of the starboard side just forward of amidships extends about five feet higher. The stern is largely gone, except for the sternpost and some stern timbering. Most tweendeck beams survive to point just abaft mainmast. Timber lodging knees

between each pair of tweendeck beams. Iron staple knees rest on the beams, but are broken off a short distance above the tweendeck waterways. Iron knees beneath the beams angle toward stern in after part of vessel, toward bow in forward part. Beams are 12¼ in. in depth, and vary from 12 to 16 in. in width. Space between pairs of beams varies from 58 to 82 in. Surviving tweendeck planks near bow, in very rotten condition, measure 3 in. by 9 in. The largest (16 in.) tweendeck beam appears to be in two pieces, forming a 29ft. scarf from ceiling to ceiling. There is a similar scarfed beam in the tweendeck of the Nova Scotia-built MARGARET. Other surviving features of this deck include; evidence of foremast partners, remains of pawl bitt and carrick posts for windlass,*evidence of hatch abaft foremast, and evidence of mainmast partners and pumps. An eight-sided timber standing in the water where the after tweendeck is missing, is apparently what remains of the mizzenmast. The centerline pillars in the lower hold are rounded timbers 7½ in. in diameter. At least one is 10 in. in diameter. The frames, at the tweendeck level, measure 7¼ in. by 10 to 11 in. and are single, with spaces varying from 3 in. to 4½ in. between. There is 3/4 in. wooden sheathing over the hull planking up to the apparent load waterline, where it is rabetted into the planking for a flush surface. There is a timber port in the port bow next to the stem, a short distance below the tweendeck.
*Carried down to the tweendeck for additional strength.

CAPRICORN

HISTORY: Bark, 390 tons, built at Bideford, England by Cox in 1859. Employed in Swansea copper ore trade. Put into Port Stanley in 1882 damaged by storms off Cape Horn and fire in coal cargo. Condemned and sold for use as storage hulk and lighter. Sunk at present location to support pier in 1942. Pier was dismantled in 1946, and hull was largely cut down for use making fenceposts.

DESCRIPTION: Lower hull lies in shallow water, mostly exposed at low tide. Few frames extend above the turn of the bilge. Stem and sternpost survive somewhat higher. Iron hanging knees for tweendeck survive in a few locations, as well as one or two centerline pillars, also iron, round in section. More iron knees lie abandoned at the edge of the beach. An iron capstan also lay there until around 1979, when it was moved to the Port Stanley Museum.

CHARLES COOPER

HISTORY: Full-rigged ship, 977 tons, 166 ft., built at Black Rock (nr. Bridgeport), Connecticut by William Hall in 1856. Operated between New York and Antwerp as packet ship by Layton & Hurlbut. Later traded between Boston and Calcutta. Bound from Philadelphia to San Francisco with a cargo of coal, she put into Port Stanley 25 September 1866 for repairs. Condemned and sold for use as storage hulk. Sunk at present location as warehouse at end of jetty, around 1870.

DESCRIPTION: Virtually intact hull lacking majority of bulwarks. 17 ft. wide openings cut in both sides from tweendeck up, just forward of amidships. Maindeck has been sheltered by succession of sheds. Present shed, corrugated metal over wooden framework, is about fifteen years old. Maindeck beams and planking survive over most of area forward of 17 ft. gap. Maindeck beams and carlings survive over most of area aft of gap. The tweendeck is largely complete, including what appears to be the original planking. Surviving on both decks is evidence of the location of the three masts, and three hatches. The foremast partners is particularly complete at the maindeck level, including sockets for fiferail stan-

chions and padeyes in the deck. The forward hatch coamings survive on both decks, along with what may be an original hatch board. Other surviving features of the maindeck include; the timber anchor windlass with most of its iron fittings (an iron crosshead assembly and two removeable iron arms were found in the lower hold), remains of a cable compressor on the port side, the stump of the bowsprit, a cathead with most of its fittings, the port half of the fore chesstrees with fittings, bulkhead mortices and outlet pipes for heads on either bow, an 8 ft. cavil on the starboard forward bulwark stanchions fitted with two sheaves and an iron-lined mooring chock, evidence of a similar cavil on the port side and two more aft, 22 in. and 58 in. wooden cleats on bulwark stanchions forward and aft, lead-lined scupper pipes with 3 in. by 4 in. openings, iron padeyes on bulwark stanchions with and without iron hooks, 3 in. diameter holes with wooden plugs bored vertically through the covering board between each pair of bulwark stanchions with evidence that square metal patches were once nailed over them, a pattern of iron padeyes in the original deck planking abaft the foremast suggesting a removeable deckhouse, missing covering board and stanchions on both sides aft suggesting a poop structure of some type, timber mooring bitts on each quarter, and stern bulwarks apparently complete except for the cap rail.

The two decks are very uniformly constructed of alternating major and intermediate beams. In the main deck the major beams measure 13½ in. wide by 10 in. deep, and the intermediate beams 12 in. wide by 5 in. deep. In the lower deck the major beams measure 14 in. by 14 in., and the intermediate beams 9 in. by 5½ in. All major beams are supported by 9 in. thick timber hanging knees. The majority of these knees supporting the maindeck measure 38 in. on the beam by 5 ft. on the ceiling. In the lower hold they measure 4 ft. on the beam and 8 ft. on the ceiling. The intermediate beams on both decks have their ends morticed into overlapping timber lodging knees which span the gaps between each pair of major beams. The three mast partners, and the opening for the rudder post, are strengthened by similar lodging knees. In the maindeck forward, the intermediate beams extend the full width. Elsewhere, they are interrupted by carlings of similar dimensions at their 1/3 and 2/3 points (approximately). The intermediate beam segments are morticed into the carlings, and the carlings are morticed into the major beams. There is an iron padeye in the face of each maindeck beam, facing toward the bow, approximately 5 ft. 8 in. inboard from either side. The gaps between the beams, both major and intermediate, measure approximately 30 in. The total clearance between the two decks, planking to planking, is 8 ft. The major maindeck beams are supported by handsome turned wooden posts along the centerline, 9 in. in diameter. These posts have 1¼ in. diameter iron rods running down their centers, and iron collars at top and bottom. The lower deck beams are supported by square pillars measuring 10 in. by 10 in., which have iron straps forward and aft attaching their upper ends to the 14 in. by 14 in. beams.

The surviving deck planking measures 3¼ in. by 5½ in. All exposed interior surfaces have a smooth finish. In the tweendeck area, they have been whitewashed numerous times, except inside the coaming of the forward hatch which was once painted light blue. All exposed edges of beams, carlings and knees are very evenly beaded. The lower ends of the maindeck hanging knees rest on a 3 in. spirketting ledge. Above this point the ceiling planking measures 5½ in. by 13 in. The seams between the ceiling planks have ¼ in. wooden wedges driven into them. At the tweendeck level, the frames are ventilated by 3½ in. holes bored through the second strake of ceiling below the lodging knees. In the lower hold, they are ventilated by a gap between the lodging knees and the lower deck planking.

The bulwark stanchions measure 6 in. wide by 7 in. longitudinally, and have a total height of 30 in. above the covering board. Their upper 2 in. consists of a roughly 4 in. by 4 in. tenon for fitting the missing caprail. The distance between stanchions averages 22½ in. in the forward part of the ship, and 52½ in. in the waist. The covering board measures 6 in. in depth by 13½ in. in width, and has its inboard surface cut in a decorative molding. The distance from the underside of the covering board to the upper surface of the maindeck beams is 13 in. Inboard of the frames, this area is filled by a triangular-section waterway measuring 14½ in. on the deck beams.

The frames measure 7 in. by 8½ to 10½ in. The space between frames varies from 4½ in. to 7½ in. The frames are single, but are linked together to form pairs by iron drifts, which are replaced by treenails in the upper topsides. The spaces between frames are blocked just above the ventilating holes in the tweendeck ceiling, by shelves consisting of 3/4 in. planks morticed into the frames. The first eight strakes of hull planking below the covering board are 3 in. by 5 in. Below this point they measure 4½ in. by 6½ in. Each plank end is fastened by two ship spikes 3/5 in. square with 3/4 in. heads, 7½ in. long. One frame back of the end, they are fastened by 3/4 in. drifts 8½ in. long. On all other frames the planking is fastened by 1¼ in. diameter treenails, wedged at both ends, two per frame centered upper right and lower left. Metal fastenings are iron above the load waterline and bronze below. There is ample evidence of past copper sheathing up to the load waterline, but no evidence of wood sheathing. Remains of iron chain plates survive for all three masts, along with the iron fastenings for channels, protruding 11½ in. outboard of the planking. The lead scupper pipes for the maindeck exit through lead plates 5½ in. high by 9 in. wide. There are timber ports in the lower hold, on either side of the stem, measuring 24 in. high by 31 in. wide. They are roughly hewn through the ceiling and frames, suggesting later additions to the vessel as no other workmanship this crude exists. The lids are still in place, held in by 6¼ in. square timber strongbacks, which are attached to them by pairs of iron bolts hooked into padeyes on the inside of the lids and threaded on their inboard ends to take nuts over several washers. The outer surfaces of the lids are scored to represent the run of the adjacent hull planking. There are no stealers in the planking at the stern. Instead, the planks widen out, in some cases to several times their original width, before reaching the sternpost. The rudder is gone, but some evidence of the location of gudgeons survives above the waterline.

The iron hawsepipe survives on the port side, surrounded by carved decorative flourishes which have weathered very little. The transom was originally spanned by a decorative carving, curving downward at either side, the majority of which survived in place until 1978 when it was moved to the Port Stanley Museum. The design consisted of three heraldic shields surrounded by carved draperies, tassels and flourishes. The right hand shield was the stars and stripes, the center shield a St. Andrew's cross with fleur de Lys in the angles, and the left hand shield a complex coat of arms, quartered, with the upper left and lower right re-quartered, with a lion rampant behind. Beneath the arch formed by this carving there were originally two square windows, one on either side of the stern post. Later in the ship's career, these were boarded over, and replaced by portholes located just outboard. The planking of the transom is 4 in. thick and of various widths. It is covered by a sheathing 1 in. thick, over which the carving was attached with heavy iron spikes.

(to be continued)

7 JUN 1982

THE PERIODICAL PUBLICATION

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OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1867

Compiled by the Editor

Palmer's Shipbuilding & Iron Co., Newcastle

MAXIMA — I Bark 499 Hutchinson & Co., London.
OPTIMA — I Bark 499 Hutchinson & Co., London.

S.R. Maritime

Readhead, Softley & Co., South Shields

HOPE — I Bark 454 J. Robinson, South Shields.
1882 REWA — C. Bethell & Co., London.
TYNEMOUTH — I Bark 318 Adamson & Co., North Shields. wrecked c. 1869

Doxford, Sunderland

CICERO — I Bark 499 Tully & Sons, Sunderland.
IRVINE — I Bark 611 D. Hunter, Ayr.
VICTORIA — I Bark 670 Olano & Co., Bilbao.

Iliff, Mounsey & Co., Sunderland

ALTAIR — I Bark 399 R. Penney, Shoreham.
went missing 11 May 1895, Manila to Foochow
INVICTA — I Bark 386 Mears & Co., Sunderland.
LYRA — I Bark 399 Penney & Co., Shoreham.
1889 ERNA — P. Poulsen, Nordby.
wrecked on Antigua 26 June 1900, Nantes to Mujeres, Yucatan
still there, largely intact in 1927

T. R. Oswald, Sunderland

PAYTA — I Bark 603 Turner & Co., Bristol.
went missing 15 Aug. 1892, Pisagua to Channel

W. Pile & Co., Sunderland

CANARADZO — I Bark 497 John Hay, Sunderland.
HARMODIUS — I Bark 490 Walker, London.
1889 CHARLES & MAX — P. Lesourd fils, Sables d'Olonne
went missing Jan. 1905, Aruba to Ghent
JUMNA — I Ship 1048 J. Nourse, London.
went missing 21 Feb. 1899, Greenock to Montevideo
POONAH — I Ship 1199 G. D. Tyser, London.
QUEEN OF THE WEST — I Bark 424 H. Ellis, London.
sunk in collision with DUNCOW May 1895
WESTBURY — I Bark 493 Walker & Co., London.
1904 MAI — P. L. Spilling, Mandal. wrecked March 1907

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Denton, Gray & Co., Hartlepool

CHARLOTTE YOUNG — I Bark 295 W. Young, West Hartlepool.
FOXHOUND — I Bark 476 Moon & Co., Sunderland.
converted to barge at Cardiff after grounding 1897

Huddert, Newport

IRON KING — I Ship 871 Mainland & Co., London.

Clover, Birkenhead

BACCHUS — I Ship 1250 Fletcher & Co., Liverpool.
broken up in Holland 1903
CHOLULA — I Ship 1066 Willis & Co., Liverpool.
DUNNERDALE
CIMBRIA

Bowdler, Liverpool

CAMBRIAN — I Ship 620 J. Walmsley, Liverpool.
sank after collision with ETOILE DU SUD at Valparaiso 6 Aug. 1888
GLOBE — I Ship 736 Myers, Son & Co., Liverpool.
MIRA FLORES — I Bark 500 W. Nicol, Liverpool.

R. & J. Evans & Co., Liverpool

COMPADRE — I Ship 800 Ismay & Co., Liverpool.
wrecked on Auckland Is. 19 March 1891, Calcutta to Talcahuano (attempting to make Bluff, N.Z., cargo on fire)
HARLECH CASTLE — I Bark 600 Richards & Co., Liverpool.
wrecked near San Francisco 1 August 1869
RHUDDLAN CASTLE — I Bark 600 R. Mills & Co., Liverpool.

T. Royden & Son, Liverpool

BRITISH STATESMAN — I Ship 1262 British Shipowners Co., Liverpool.
wrecked in Hooghly River 1885
LORD CANNING — I Ship 1465 Farnworth, Liverpool.
MARANDA
hulked at Adelaide 1915. later employed at Fremantle.
LORD STRATHNAIRN — I Ship 1267 Farnworth & Co., Liverpool.
SAINT MAGNUS — I Ship 1262 Rankin & Co., Glasgow.
SAINT MARNOCK — I Ship 1258 Rankin & Co., Glasgow.

Vernon, Liverpool

BRITISH ADMIRAL — I Ship 1286 British Shipowners Co., Liverpool.
aband. in China Sea Feb. 1874, San Francisco to Calcutta

Lune Shipbuilding Co., Lancaster

LADY OF THE LUNE — I Bark 497
STORMY PETREL Gurnock & Co., Liverpool.
1894 ORIENT Andersen & Co., Bangkok.
condemned at Port Elizabeth and broken up 1896

R. Williamson & Sons, Harrington

MICHAEL HUTCHINSON — I Bark 687 Bell & Co., Liverpool.
burned off Cape Horn 5 Oct. 1891, Liverpool to Iquique

Steele, Greenock

ARDGOWAN
I Ship 1283 Adams & Co., Greenock.
1902 AUGUSTE
D. Heinrichs, Bremen. broken up 1907
FLEETWOOD
I Ship 630 Richardson & Co., Glasgow
POMONA
I Ship 1196 J. & A. Allan, Glasgow.
foundered 9 Dec. 1902, London to Algoa Bay

Dobie & Co., Port Glasgow

IMUNCINA
I Bark 583 Donaldson Brothers, Glasgow.
1892 REINA MARGARITA
D. Schiattino & P. Perfetti, Valparaiso.
1900 REGINA
A. Gotusso, Genoa. wrecked 1907

R. Duncan & Co., Port Glasgow

ELIZABETH FLEMING
I Ship 728 Henderson & Co., Glasgow.
HELEN BURNS
I Ship 799 Albion Shipping Co., Glasgow.

L. Hill & Co., Port Glasgow

ESTRELLA DE CHILE
I Bark 574 Gow & Co., Glasgow.

Kirkpatrick, McIntyre & Co., Port Glasgow

RIVER GANGES
I Bark 662 Hargrove & Co., Liverpool.
1894 ENRICA M.
Moglia Brothers, Genoa.
burned at Pernambuco 16 July 1901

Reid, Port Glasgow

CAIRNSMORE
I Ship 975 Nicholson & Co., Liverpool.
wrecked on Coast of Oregon 1883
CORDELIA
I Bark 598 Bowring & Co., Liverpool.
sunk by U-boat April 1917
JAMES AIKIN
I Ship 958 McDiarmid, Liverpool.
ERNST
J. H. Nicolai, Brake.
foundered off Iquique 11 Oct. 1895

A. Stephen & Son, Port Glasgow

HUMBOLDT
I Ship 739 R. Sloman, Hamburg.
LEONOR

Barclay, Curle & Co., Glasgow

BENVENUE
I Ship 999 Watson Brothers, Glasgow.
wrecked at Timaru, N.Z. 14 May 1882
BERKSHIRE
I Bark 1526 G. Marshall, London.
1889 PACIFIQUE
A. D. Bordes & fils, Dunkirk.
sunk in collision with S.S. EMMA 14 Oct. 1895, Shields to Valparaiso
CARNARVON CASTLE
I Ship 1200 Currie & Co., London.
1900 NURNBERG
Flugge, Johannsen & Lubinus, Hamburg.
burned at sea 10 Jan. 1910, Lobos Is. to Antwerp
CITY OF DELHI
I Ship 1199 Smith & Sons, Glasgow.
1900 AILSA
abandoned 2 Jan. 1906, Ardrossan to Rio
CITY OF GLASGOW
I Ship 1168 Smith & Sons, Glasgow.
1900 ALBANIA
J. Johanson & Co., Christiania.
abandoned 17 May 1907, New Caledonia to Glasgow
DERWENT
I Bark 599 W. H. Tindall, London.

C. Connell, Glasgow

CITY OF FLORENCE
I Ship 1200 Smith & Sons, Glasgow.
wrecked at Half Moon Bay, Calif. 20 April 1900, Iquique to San Francisco

CITY OF VENICE
I Ship 1200 Smith & Sons, Glasgow.

ULVA
I Bark 499 J. Kelso, Glasgow.

Dobie & Co., Glasgow

BALCAREY
I Bark 499 D. & J. Sproat, Liverpool.

ELLEN LAMB
I Bark 499 Doward, Dickson & Co., Liverpool.

GALLOVIDIAN
I Bark 400 A. & J. Rae, Liverpool.

MIAMI
I Bark 498 Donaldson Brothers, Glasgow.
wrecked at Motte Bay, W.C.S.A. 1877

RIVER BOYNE
I Bark 499 Hargrove & Co., Liverpool.
1886 SIRIUS
Williamson & Day, Hamburg.
RIVER BOYNE
reduced to barkentine 1907. hulk at Melbourne 1920's.
Melbourne-Geelong wool lighter 1951

RIVER HOOGHLY
I Bark 499 Hargrove & Co., Liverpool.

W. Hamilton, Glasgow

ABEONA
I Ship 979 Allen & Sons, Glasgow.
lost on Thunderbolt Reef, Cape of Good Hope 4 Sept. 1900, Barry to Algoa Bay

Kirkpatrick, McIntyre & Co., Glasgow

LAKE CONSTANCE
I Bark 500 Young & Co., Glasgow.
foundered c. 1873

A. Stephen & Sons, Glasgow

ANNE MAIN
I Bark 499 Skinner & Co., Glasgow.
wrecked at Gotos 24 Jan. 1896, Shanghai to Nagasaki

ANNIE STORY
I Ship 591 R. G. Sharp, Liverpool.
OLGA
wrecked at Salador, Cadiz 3 March 1896, arriving from

GRACE GIBSON
I Ship 540 Hewitt & Co., Liverpool. Oporto

LIMARI
I Bark 600 Louden & Co., Liverpool.

PACIFIC
I Bark 429 W. Tremellen, Swansea.

REICHSTAG
I Ship 737 R. Sloman, Hamburg.
went missing 1877, Newcastle on Tyne to Singapore

Brown, Dundee

ALBANY
I Bark 499 Taylor & Co., Dundee.
ALBA
hulk at Adelaide 1949

HELEN
I Bark 282 Machan & Co., Dundee.

SIDLAW
I Bark 499 Taylor & Co., Dundee.

Scott, Inverkeithing

AMELIA ROSS
I Bark 383 Ross & Co., Inverkeithing.

CORRECTION - From Robert Burgess: "The vessel hulked at Bermuda after dismasting was not the DUNCRAIG of 1870, but the DUNCRAG built by Russell & Co. at Port Glasgow in 1881. DUNCRAG was towed into St. Georges, Bermuda in March 1921 after dismasting while bound from Galveston to Buenos Aires with sulphur. In 1936 when I was in the 4-masted schooner DORIS HAMLIN we discharged our coal into her. She was in foul shape and leaking badly. A few years later she was towed to sea and sunk." (Supplement 6, page 8)

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1866

Compiled by the Editor

Readhead, South Shields

LIZZIE LESLIE — I Bark 370 Turpie & Co., North Shields.

W. Doxford & Son, Sunderland

DOROTHY THOMPSON — I Bark 432 Tully, Sunderland.

LOYAL SAM — I Bark 460 S. Johnston, Liverpool.
CANOPUS — wrecked at Corinto c. 30 Oct. 1897, New York to La
RUNNYMEDE — I Bark 641 Jackson & Co., Liverpool. Libertad

TRINIDAD — I Bark 695 Olano & Co., Liverpool.
went missing 18 Feb. 1896, Newcastle, NSW to Caldera

Haswell, Sunderland

MAGNET — I Bark 484 W. Ord, Jr., Sunderland.

G. Moore & Co., Sunderland

MERVYN — I Bark 318
hulk on west coast of Africa

T. R. Oswald, Sunderland

DURHAM — I Ship 998 Temperley & Co., London.
abandoned after dismasting off Cape Horn 1882

Pile, Spence & Co., West Hartlepool

ROMAN EMPIRE — I Ship 1542 Duncan & Co., London.
went missing 29 July 1890, Liverpool to Mollendo

M. Pearse & Co., Stockton

CORA LINN — I Bark 500 J. Wilson, Liverpool.
lost in Humber 13 Jan. 1876, arr. from China

Bates, Hull

THE FOUNDLING — I Ship 1186 E. Bates, Liverpool.
abandoned 22 Nov. 1874, U.K. to Melbourne. Burned
out hulk drifted into Paranagua, Brazil 10 mos. later

Humber Iron Works, Hull

BALKAMAH — I Ship 1378 E. Bates, Liverpool.
1900 ODDERSJAA — abandoned March 1914

JAMSETJEE CURSETJEE BOTELHOE — I Shp 1258 E. Bates, Liverpool.
wrecked on Sable Island, E. Indies 18 Nov. 1872

THE PICTURE — I Ship 1377 E. Bates, Liverpool. lost 1869

Green, London

SUPERB — I Ship 1866 R. & H. Green, London. broken up 1901

Lungley, London

GAINSBOROUGH — I Ship 998 Merchant Shipping Co., London.
DIAMOND HEAD — hulked at Seattle 1923. later barge. broken up at
Everett, Wash. Nov. 1950

Batchelor Brothers, Cardiff

TALCA — I Bark 437 Cory Brothers, Cardiff.

Nevill, Llanelly

BLONDE I Bark 329 Llanelly Iron S. Co., Llanelly. lost 1867, New York to Sligo

BRUNETTE I Bark 333 Llanelly Iron S. Co., Llanelly. reduced to barkentine 1883. sunk in collision July

TOWY I Bark 324 Llanelly Iron S. Co. 1899

1895 ALFHEIM

Clover, Birkenhead

DALLAM TOWER I Ship 1499 Lancaster Shipowners Co., Lancaster. wrecked at Probolingo, Java 18 April 1889, arr. from Newcastle, NSW

Bowdler, Chaffer & Co., Liverpool

BELL HILL I Bark 500 J. Walmsley, Liverpool.

COLCHAGUA I Bark 597 J. Steel, Liverpool. lost 1883

R. & J. Evans & Co., Liverpool

ADELAIDE MARY I Bark 599 Coghill, Liverpool.

DON GUILLERMO I Bark 599 Ismay & Co., Liverpool.

EXPLORER I Ship 750 Ismay & Co., Liverpool.

SANTA LUCIA I Ship 642 Ismay & Co., Liverpool.

SEATOLLER I Bark 558 Gambles & Co., Liverpool. wrecked on Staten Island July 1890

SYLHET I Bark 498 Richards & Co., Liverpool.

Hart & Sinnott, Liverpool

GAVIN STEEL I Ship 1072 Finlay & Co., Liverpool.

1869 COLDINGHAME

1897 FRIDTJOF BRYDE

T. Royden & Son, Liverpool

BRITISH CONSUL I Ship 1267 British Shipowners Co., Liverpool.

1881 MORIALTA

BRITISH ENVOY I Ship 1265 British Shipowners Co., Liverpool.

CHARLOTTE I Bark 590 Nelson & Co., Liverpool.

LADY BIRD I Bark 498 Geddes, Liverpool.

T. Vernon & Son, Liverpool

ACHILLES I Ship 1521 W. Dixon, Liverpool.

MARGRETHA abandoned in Atlantic 26 Aug. 1897, Port Augusta to Antwerp

BRITISH FLAG I Ship 1285 British Shipowners Co., Liverpool. lost Nov. 1872, New York to Liverpool

CAPE CLEAR I Ship 729 Myers & Co., Liverpool.

CORDILLERA I Ship 852 Myers, Sons & Co., Liverpool. abandoned 8 Nov. 1897, Valparaiso to Caleta Buena

ESMERALDA I Ship 730 Imrie & Co., Liverpool. serving as English Bank Lightship, River Plate 1950

FLECHERO I Ship 730 Ismay & Co., Liverpool.

ORIENTE I Ship 595 Nicholson & Co., Liverpool.

VALPARAISO I Ship 730 Balfour & Co., Liverpool.

Lancaster Shipbuilding Co., Lancaster
WHITTINGTON I Ship 970 Lancaster Shipowners Co., Lancaster.
went missing 8 Dec. 1879, Philadelphia to U.K.

Lune Shipbuilding Co., Lancaster
UNDERLEY I Ship 1292 Lancaster Shipowners Co., Lancaster.
wrecked on Isle of Wight 26 Sept. 1871, London to Melbourne

Williamson, Harrington
DORIGA I Bark 671 G. H. Fletcher, Harrington.
abandoned in Bay of Biscay 20 Jan, 1879, enroute North Shields to Valparaiso

R. Steele, Greenock
CITY OF ATHENS I Ship 1199 Smith & Sons, Glasgow.
ATHENA wrecked at Morant Bay, Jamaica 23 Nov. 1909, Montevideo to Fort Morgan
GRYFE I Ship 1128 Russell & Co., Greenock.
SAVA broken up at Genoa 1924
JANET COWAN I Ship 1278 Shankland & Co., Greenock.
abandoned off Cape Horn 17 April 1890
RAVENSCRAG I Ship 1263 J. & A. Allan, Glasgow.
1901 ARMENIA wrecked at Cape Chatte 27 Aug. 1907

R. Duncan & Co., Port Glasgow
HELEN DENNY I Ship 728 Henderson & Co., Glasgow.
hulked 1913. at Wellington 1933. at Lyttleton 1935.
moved to Auckland 1945.

Kirkpatrick, McIntyre & Co., Port Glasgow
HOPEFUL I Bark 332 H. Stanes, London.
RIVER AVON I Bark 499 Hargrove & Co., Liverpool.
SALADO I Bark 442 Carmichael, Greenock.
wrecked nr. Port Talbot 28 Dec. 1891, arr. fm. Coosaw

Reid, Port Glasgow
ANTIOPE I Ship 1443 Heap & Sons, Liverpool.
hulked at Beira 1921, after being damaged by fire
BRITOMART I Bark 600 H. Bowring, Liverpool. wrecked 1881
MARPESIA I Ship 1443 Heap & Sond, Liverpool.
burned in North Atlantic Dec. 1904

Aitken, Mansell & Co., Glasgow
THE BRUCE I Ship 1200 W. & R. Wright, Liverpool.
WEST POINT (barge) hulked after capsizing in New York Harbor on 18 Feb. 1891

Barclay, Curle & Co., Glasgow
BELPORE I Ship 1200 W. Rome, Liverpool.
abandoned off Cape Horn 30 April 1896, Caleta Buena to Ghent. later went ashore on Tristan d'Acunha
CITY OF SERINGAPATAM I Ship 1190 Smith & Sons, Glasgow.
wrecked on Cape Verde 1876

Barclay, Curle & Co., Glasgow (cont.)

GLENIFFER — I Ship 800 J. & A. Allan, Glasgow.
1898 ANNY
SUSSEX — I Bark 1341 G. Marshall, London.
stranded at Mombasa 11 April 1909

Connell, Glasgow

CITY OF VIENNA — I Ship 1000 Smith & Sons, Glasgow.
DUNSCORE
CARRICK
abandoned off Cape Howe 22 Dec. 1896, after collision with floating wreckage, Newcastle, NSW to Valparaiso

GLENBERVIE — I Ship 800 J. & A. Allan, Glasgow.
stranded on Manacles Jan. 1902

Hedderwick & Co., Glasgow

RIVER CLYDE — I Bark 499 Hargrove & Co., Liverpool.
wrecked at Halfmoon Bay, Belize 18 June 1896
ESTRELLA — I Bark 499 Doward, Dickson & Co., Liverpool.

Stephen, Glasgow

MINERO — I Bark 478 C. L. Claude, Valparaiso.

Rankin, Dumbarton

INDUS — I Ship 966 J. Nourse, London.

Brown & Simpson, Dundee

GLANRAFON — I Bark 499 Richardson & Co., Swansea.
GOLCONDA — I Bark 499 Richardson & Co., Swansea.
dismantled at Delagoa Bay May 1896

Preston Iron Shipbuilding Co., Preston

KENILWORTH — I Ship 701 R. Hickson, Liverpool.

Harland & Wolff, Belfast

CANDAHAR — I Ship 1418 T. & J. Brocklebank, Liverpool.
1897 ALMEDIA — wrecked at Noumea 3 May 1905, arr. from Melbourne
TENASSERIM — I Ship 1419 T. & J. Brocklebank, Liverpool.
1900 RYVINGEN — wrecked at Table Bay May 1902

LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA BY THE EDITOR, 1981

March 14 - Left New York by plane 12:00 noon. Arrived Honolulu via Los Angeles, 11:00 P.M. local time (4:00 A.M. next morning New York time). Night at motel near Airport.
March 15 - Bus from Airport to FALLS OF CLYDE (not open until 10:00). Walk inland to look for breakfast, past Iolani Palace, Iolani Barracks, and other buildings dating from Monarchy. Back to FALLS at opening time, spend over hour on board. Ship is very nicely restored, but is developing some maintenance problems due to inadequate funding. Some yards from fore and jigger are down on deck, foc'sle head deck is badly rotted, and hull has some holes at aft end of tween-deck. Particularly interested in features dating from period as sailing tanker, unique (in surviving vessels) aft accommodations layout, and restored apprentice half deck. Windlass from four-masted schooner SETH PARKER on shore by gangway.

Walk along shore to Waikiki Beach. Visit military museum in Battery Randolph, Fort de Russy. Bus from Waikiki to Pearl Harbor. Film and exhibits at Visitor Center. Launch to U.S.S. ARIZONA Memorial. Photograph submarine BOWFIN near Visitor Center; proposed Museum, but not yet open. Bus to Iolani Palace. Take more slides of 19th century buildings, incl. 1840 Church,and mission buildings brought around Cape Horn in sailing ships. Return to FALLS OF CLYDE until closing time.

March 16/17 (International Date Line) - Fly from Honolulu to Auckland, New Zealand. Arrive 10:00 A.M. local time. Met by Capt. Colin Jessup and Dean Ellingham; both veterans of MOSHULU. Capt. Jessup was in several of the latter day Cape Horners. Lunch at Royal New Zealand Yacht Squadron. After lunch, photograph nearby graveyard of double-ended harbor ferries. MAKORA, KOREA, PREGRINE and TAKAPUNA being stripped before burial in landfill. Further along the shore, a fifth vessel TOROA is being refurbished, apparently for a floating restaurant. Visit Harry Julian at tug company office on waterfront. Julian is member of the board of a proposed maritime museum to be located in the former Ferry Building. Search docks for preserved steam tug WILLIAM C. DALDY, with no success. Find instead aux. schooner TE AROHA (1909) completing refit to carry cargo and passengers between Auckland and Great Barrier Island. Complete tour by owner Tim Phipps. Visit Auckland Museum. Marine Room has figureheads from HAZEL CRAIG, WILLIAM MANSON, ALICE A. LEIGH and H.M.S. VIRAGO; some nice ship portraits and models; and nautical folk art. Large gallery in center of Museum houses three Maori lodges and a giant canoe, all profusely decorated with carvings. Visit boatyard to see JANE GIFFORD, former scow schooner now lighter, hauled out. Night at home of Dean Ellingham in Takapuna, overlooking entrance to Auckland Harbor, and Rangitoto Island beyond.

March 18 - Drive to Firth of Thames area east of Auckland with Dean and his Father-in-law. Father-in-law is son of the engineer who had charge of the EDWIN FOX when she was a refrigerating plant. His sister, who is still living, was born on the ship. Visit maritime museum in Paeroa. Victorian Post Office from Waitekauri has been moved to site to house exhibits. Paddlewheel tug KOPU (1897) has been hauled out of a nearby lagoon, where it had lain abandoned for many years. Hull is in poor condition, but all there. Paddlewheels, paddleboxes, boiler and stack are still there. Some parts of vessel are being preserved ashore temporarily. Steamer SETTLER (1905) has been restored, and serves as excursion vessel. Diesel tug/diving tender MANAWANUI (ex-New Zealand Navy, reportedly designed for U. S. Navy) recently acquired. Very active boat shop is restoring steam launches. Two are in the water, in immaculate condition. Four are being worked on, and another hull is waiting in storage. Begin pursuing leads to locate final resting place of Downeaster GUY C. GOSS. Find gravel plant where she was serving as a breakwater, but no sign of hull. GOSS burned to the waterline in 1930, and was apparently buried in extension of shoreline. Present breakwater is a composite hull, said to have been a minesweeper. The area is littered with remains of a wooden vessel. These include a timber windlass too small for the GOSS, and a fragment of main deck with one beam bearing the number 128913. Leave Auckland 7:30 P.M. on overnight train to Wellington.

March 19 - Arrive Wellington 8:30 A.M. Visit Harbour Board Museum. Excellent collection housed on two floors of former Port offices. Wellington contact, Jack Churchouse, Director of Museum, away sailing in youth-training schooner SPIRIT OF ADVENTURE. Photograph Wellington architecture. Victorian homes are similar to those in San Francisco, but have cast iron rather than wood gingerbread. Visit Alexander Turnbull Library, and Alexander Turnbull Library photo archives in seperate location. Spend more time in Harbour Board Museum. Walk

through docks. Photograph former scow schooner SUCCESS, now serving as garbage lighter. Leave Wellington by bus 5:50 P.M. Arrive at Wanganui, on west coast of island around 9:30. Night at Rutland Hotel in Wanganui.

March 20 - Rent car and drive to wreck of iron full-rigged ship HYDRABAD (blt. Port Glasgow, Scotland 1865. Went ashore June 24, 1878), on Waitarere Beach near Foxton. Hull is embedded in gray sand beach up to tweendeck. Plating survives badly corroded up to main deck. Around half the main deck beams survive along with one forward hatch and remains of masts, windlass bed and base angle iron for poop bulkhead. Fifteen miles to the north, visit second wreck; iron bark FUSILIER (blt. Sunderland, England 1860. Went ashore Jan. 16, 1884). Hull now lies on inner side of high barrier sand dunes. Only portion of port quarter is currently exposed, including remains of steering gear. Returning to Wanganui, visit protestant church in Putiki with Maori interior. Search for wreck of steamer TE ANAU on Wanganui Breakwater (small deckhouse is now in Wellington Harbour Board Museum). Find only steam engine of later wreck. Visit local museum and talk to historian and wreck authority Don Cimino. Leave on 2:00 P.M. bus to Wellington. Arrive around 5:30. Leave Wellington on 6:40 ferry (M.V. ARANUI). Arrive Picton, South Island 10:00. Night at motel in Picton.

March 21 - Walk out past freezing plant. EDWIN FOX visible in distance, in Shakespeare Bay. Visit Picton Museum; small general collection with some whaling items. Photograph scow schooner ECHO, now ashore serving as private club. Rig restored with steel masts. Rent car and drive to hill above EDWIN FOX. Hike down to shore and take photographs. Impossible to board due to 15 foot wide channel between ship and shore, and lack of openings on inshore side. Return to Picton and rent boat with outboard motor. Board FOX through opening on offshore side, with no difficulty. EDWIN FOX, built at Sukeali, Bengal in 1853 is the last surviving vessel that brought immigrants, and on one occasion convicts, to Australia and New Zealand. A preservation effort begun in the 1960's appears to be moribund. Hull is complete except for the opening cut for access when she was in stationary use. It seems to be very solid, and is sheathed with both diagonal 1" firring and largely intact copper. Most deck planking is gone, and some beams, and hull is wide open to the elements. A cast iron pump well, and the rudder post are the only surviving fittings. A large timber windlass sitting in a parking lot in Picton is probably hers, but I found nobody who could confirm this. Night at motel in Picton.

March 22 - Leave Picton on 10:00 A.M. ferry (M.V. ARAMOANA). Arrive in Wellington 1:30 P.M. Taxi to Airport. Leave Wellington by plane 3:45. Arrive in Invercargill, at south end of South Island, via Christchurch and Dunedin, 7:45. Night at Railway Hotel, an Edwardian edifice across from the Invercargill Station.

March 23 - Leave Invercargill by plane 9:00 A.M. Arrive Oban, Stewart Island 9:30. Hire boat for trip to whaling station in Price's Inlet, formerly support facility for Larsen whaling operations in Antarctic. Bark OTHELLO, built at Fairhaven, Massachusetts in 1853 lies sunk in cove next to remains of station. Sternpost stands clear of water at all stages of tide. Stem and some of starboard side are exposed at low tide. Full outline of hull is visible through clear water, filled with wreckage covered by marine life. No sign of decks. Rudder appears to still be in place. Ruins of repair facilities are largely overgrown by bushes. On beach are remains of railway, parts of winches, abandoned propellors, and a boiler. Return to Oban and visit Museum. Exhibits deal mainly with whaling. One portrait of OTHELLO under sail, and watercolor of vessel as hulk. Forestry Service office has photos of base in operation.

Leave Stewart Island on 2:30 P.M. flight to Invercargill. Visit Invergargill Museum. Displays include figurehead of ENGLAND'S GLORY and scrimshaw collection. Taxi to head of Bluff Harbour to look for remains of whaler CHANCE reportedly lying there. Wreckage of a number of small vessels in a shallow cove, and one complete hull on nearby island, but latter is neither wood nor a former sailing vessel. Leave Invercargill by plane. Night at Warner's Hotel on central square in Christchurch.

March 24 - Walk around Christchurch in morning. Leave by plane 10:55 A.M. Arrive Melbourne, Australia 12:30 local time. Met by Des Hannaford of Shiplovers Society of Victoria and POLLY WOODSIDE project. Drive to Port to see three-masted schooner ALMA DOEPAL, being refitted as youth training vessel. Work on hull and rig completed, except for yards on foremast and forward deckhouse. Living quarters for trainees still to be built. Steam tug WATTLE (1933) operated by local group lying just ahead of schooner. ALMA DOEPAL was built in New South Wales in 1903 to carry cargo, and was later converted to a motor vessel. Drive to POLLY WOODSIDE, iron bark built in Belfast, Ireland in 1885, now largely restored to original appearance. Living quarters forward and aft still to be re-created. Deckhouse from iron bark SHANDON (1883) on shore nearby, along with an exhibit containing other artifacts from vessels hulked here. Visit home of Joyce Lambert, who is storing figurehead of S.S. ROTOMAHANA in garage, and home of Joan Myer, owner of a cottage on Flinders Island we will be staying in. In evening visit home of Mr. & Mrs. Keith Macpherson to see slides of wreck of steel bark SVENOR (ex-CORRYVRECHAN blt. Port Glasgow, Scotland 1885. Lost in 1914). Slides taken in 1962 show largely complete hull on sandy beach. Slides taken in late 1979 show hull gone forward of a small house under aft boatskids, and remains of stern approaching skeletal state. Trip to wreck on uninhabited west coast of Tasmania would require hiring plane to reach nearest sheltered cove, and at least a day of difficult hiking from there. Arrange for copies of a selection of the slides. Night at Hannaford home in Melbourne suburb.

March 25 - Leave Melbourne by plane with Des Hannaford 8:50 A.M. Arrive Hobart, Tasmania around 10:15. Rent car and visit Hobart harbour. Photograph restored ketch MAY QUEEN (1867) lying in slip but not open to public. Visit Maritime Museum. Extensive collection, including figureheads and models. In afternoon, drive to Prince of Wales Bay north of Hobart. Photograph former steam ferries EXCELLA and CARTELLA. Former, built in 1912, is being restored to original condition. Latter has been converted to diesel and is operating as an excursion vessel. Cross Derwent River east shore to see remains of iron bark OTAGO once commanded by Joseph Conrad. Hull, scrapped down to turn of bilge, is exposed in shallow water at low tide. OTAGO, built at Glasgow, Scotland in 1869, later served as a hulk at Hobart for many years. Return to Prince of Wales Bay to photograph abandoned steam dredge MACQUARIE. Night at bed & breakfast on Battery Point, Hobart.

March 26 - Drive east to Dunelly. Photograph bow of iron bark ALDEBERAN lying on beach near there. Also named CONCORDIA, for part of her career, this ship was built at Sunderland, England by T. R. Oswald in 1869, and later hulked at Hobart. A local farmer acquired her for use as a breakwater, but she has now completely disintegrated aft of the foc'sle head. Drive to Port Arthur, extensive ruins of penal settlement active 1830-1877. Buildings gutted by bush fires in 1890's. Grim British version of Devil's Island, but magnificent architecture created by convict labor. Follow coast to Orford, then return to Hobart by inland route, stopping at Buckland and Richmond to see Georgian buildings and oldest bridge in Tasmania. Night on Battery Point, Hobart.

March 27 - Photograph Victorian architecture on Battery Point, and Georgian Salamanca Place, also whale catcher CHEYNES II slated for preservation. Visit marine room of Hobart Museum, with figureheads of LADY FRANKLIN, ALADDIN, QUEEN OF THE SEAS and MARY WADLEY (??maritime museum also claims one from this ship??). Also shown storage area, with fiddlehead of SOUTHERN CROSS and unidentified figureheads. Drive south from Hobart, past 1870 shot tower at Taroona. Photograph former three-masted scow schooner CATHKIT (Auckland 1912) lying sunk at closed carbide plant in Electrona, and hull of iron steamboat LAURA (1873) at Woodbridge. Continue south to Dover, and return to Hobart over mountains. Dinner at Shipwrights' Arms, pub frequented by KAIULANI crew in 1941. Night on Battery Point, Hobart.

March 28 - Leave Hobart in small plane 9:00 A.M. Arrive on Flinders Island in Bass Strait around noon. Fly in over wreck of steel bark FARSUND, ex-CARADOG (blt. Sunderland, England 1891. Lost in 1912). Met by Joan Myer, and her husband and brother. In afternoon drive to wreck of iron ship CITY OF FOO-CHOW (blt. Glasgow, Scotland 1864. Lost in 1877), on northeast coast of Island. Only thing visible at this point is an iron lowermast standing in the surf, with the stump of a timber topmast, and remains of an iron yard. Visit home of Marge Virieux to see collection of wreck artifacts, and shell and stone collection. Night at cottage of Myers (converted former schoolhouse) near Whitemark, Flinders Island.

March 29 - Drive to Town of Lady Barron. Hire boat to go to wreck of FARSUND, lying in sand shoals off Vansittart Island. Photograph and board wreck, probably the best preserved sailing ship wreck in Australia. Hull is intact, but holed in many places. Main deck planking survives, somewhat hazardous to walk on. Half poop and foc'sle head survive, without planking. Forward deckhouse is still complete, with tile deck and remains of range and bins in galley, and base for donkey boiler in aft end. Bowsprit and catheads still in place. Remains of foredeck capstan, cargo winch, fiferails, hatches, boatskids and masts. Aft accomodations gone. In afternoon visit tiny Flinders Island Museum, mostly artifacts from shipwrecks. Night at cottage near Whitemark.

March 30 - Leave Flinders Island by plane 9:00 A.M. Arrive in Melbourne around 11:00. Resting up from travels. Night at Hannaford home.

March 31 - Leave Melbourne by car with Des Hannaford around 8:00 A.M. Arrive Port Adelaide 5:00 P.M. Enroute pass through Australian Gold Rush town of Ballarat, and stop at Murray Bridge to photograph Murray River sidewheel steamer OSCAR W. (1908), in temporary storage ashore. Night in back room of maritime library created by Keith Le Leu.

April 1 - By car and skiff with Des and Keith to ship graveyard in North Arm. Board iron bark SANTIAGO (blt. Methil, Scotland 1856). Hull, with full complement of deck beams, is remarkably intact. Some of her masts are lying in the shallow water alongside. Row to remains of a large wooden hull, believed to be the American six-masted schooner DOROTHY STERLING (later confirmed). Gone down to turn of bilge. Characteristic World War I Ferris-type hull construction with criss-cross diagonal steel strapping. Row past large group of metal hulls, some clearly former sailing ships, one with intact Bow. Photograph small wooden steamer AMPHIBIOUS laid up nearby. Visit future site of maritime museum of National Trust of South Australia on point of land in Port Adelaide. Museum is to be based on large collection of artifacts and parts of vessels collected by Le Leu over the past 20 years. Site is currently marked by a steam winch, and the anchor that sank the SONGVAAR off Wardang Island in Spencer Gulf. Drive to Pelican Point to see hulk of steamer EXCELSIOR. Visit church building in which Keith is storing part of collection, and ketch ANNIE WATT (1870) stored on adjoining lot. Ketch is intact, except for rig, but in very poor condition.

(to be continued)

7-11-83

THE PERIODICAL PUBLICATION **LOG CHIPS** OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 8, JUNE 1983 EDITOR NORMAN J. BROUWER

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1865

Compiled by the Editor

Schlesinger, Davis & Co., Newcastle

MIRELLA I Ship 727 Beckworth & Co., London. Condemned after stranding at Mondragon in 1899, Newcastle, N.S.W. to Guayaquil

Readhead & Softley, South Shields

UNUS (hull #1 for R & S)I Bg 183 Hodge & Williamson, South Shields.

W. Doxford, Sunderland

BLANCHE I Bark 499 Thompson & Co., Sunderland.
1887 PRINCE GEORGE Wrecked August 1903
GLENDEVON I Bark 336 G. Longridge, Sunderland.
SALLEE ROVER I Sch 108 T. Anderson, Sunderland. Wrecked c. 1866

Pile, Hay & Co., Sunderland

COTOPAXI I Bark 487 J. Hay, Sunderland.
QUEEN OF THE NORTH I Bark 398 Ellis & Co., London.
1899 GERTRUDE HENRIQUEZ
1902 DAGGRY Converted to barge 1911. British barge in 1931. Scrapped 1933
STAR OF THE EAST I Bark 392 Pardew & Co., Plymouth. Wrecked c. 1869
STAR OF THE NORTH I Bark 662 Pardew & Co., Plymouth.
STAR OF THE SOUTH I Bark 665 Pardew & Co., Plymouth.
STAR OF THE WEST I Bark 387 Pardew & Co., Plymouth.

Denton & Co., Hartlepool

NORTHUMBRIA I Bark 600 Builders.

Irvine, West Hartlepool

FAVOURITE I Bktn 218 Fisher & Co. Went ashore 20 mi. E of Salinas Pt. 14 Feb. 1888, Liverpool to Para
FRANCISCA I Brig 224 E. de Aznar, Bilboa.
PELHAM I Bark 340 J. Stewart, London.

Pile, Spence & Co., West Hartlepool

INDIAN EMPIRE I Ship 1515 Duncan & Co., London. Hulked at Callao 1895 after dismasting enroute Newcastle, N.S.W. to Mollendo. Returned to service 1899, but burned at Callao 11 Dec. Hulked second time, and still in use there 1920.
NAGPORE I Ship 1198 Mackinnon & Co., Liverpool. Wrecked on English Bank, Rio de la Plata 26 May 1907, Mobile to Buenos Aires
PERSIAN EMPIRE I Ship 1532 Duncan & Co., London. Foundered in Bay of Biscay Nov. 1900, enroute Barry to Table Bay
SERAMPORE I Ship 1528 Mackinnon & Co., Liverpool.

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Humber Iron Works, Hull

ANN MILLICENT
I Ship 944 E. Bates, Liverpool.
lost in Timor Sea 5 Jan. 1888

CALLIRRHOE
1898 MAGELLAN
I Ship 1258 E. Bates, Liverpool. broken up in 1909

MABEL
I Ship 1260 E. Bates, Liverpool.
stranded on English Bank, Rio de la Plata 6 Sept. 1886

SAINT MUNGO
I Ship 1375 Gilmour & Co., Glasgow.

WILFRED
I Ship 1250 E. Bates, Liverpool.

William Patterson & Son, Bristol

ROYAL ADELAIDE
I Ship 1385 Fernie Brothers, Liverpool.
wrecked on Chesil Beach 25 Nov. 1872, London to Sydney

G. K. Stothert & Co., Bristol

MAHA LUKSHMI
I Ship 1141 George Rennie, Liverpool.
burned at sea 23 July 1868

Huddert, Newport

IRON QUEEN
I Bark 234 T. Spittle, Newport.

C. Hill & Son, Cardiff

DELTA
I Bark 567 Bath & Co., Swansea.
BILBAINO (Spanish steamer)

Nevill, Llanelly

BETSEY
I Brig 272 Samuels & Co., Llanelly.

RACHEL
I Brig 269 Llanelly I. S. B. Co., Llanelly.

Clover, Birkenhead

BRITISH MONARCH
I Ship 1296 British Shipowners Co., Liverpool.
abandoned on fire in late 1889, Hamburg to Sydney

BRITISH PRINCESS
LOUISE
I Ship 1291 British Shipowners Co., Liverpool.
broken up in 1906

GANGES
I Ship 1185 Clint & Co., Liverpool.

Laird, Birkenhead

MAIPU
I Bark 594 Brooke & Co., Liverpool.

Bowdler, Seacombe

ALFREDO
I Bark 396 Hawkes & Co., Bilbao.

MARGARET LONGTON
I Bark 458 Longton, Jr. & Co., Liverpool.
foundered July 1868

R. & J. Evans & Co., Liverpool

CORONILLA
I Bark 524 J. Gambles, Liverpool.

DON BALTHAZAR
I Bark 545
abandoned on fire after sailing from Swansea, 24 Nov. 1865

GARLAND
I Bark 599 Johnston & Co., Liverpool.
condemned at Port Stanley, F. I. in 1900 due to acid cargo damaging hull. Later taken to Darwin, F. I. to serve as hulk. Well-preserved hull now lies beached near there.

R. & J. Evans & Co., Liverpool (cont.)

HERMINE
I Bark 538 Fletcher & Co., Liverpool.

Hart & Sinnott, Liverpool

ORIFLAMME
I Ship 1369 Finlay & Co., Liverpool.
abandoned on fire 5 June 1881, London to San Francisco.
burned-out hull drifted ashore on Raroia Is.

W. C. Miller, Liverpool

ATAHUALPA
I Bark 493 W. & J. Tyrer, Liverpool.

MERSEY
I Bark 495 W. & J. Tyrer, Liverpool.
wrecked on West Hoyle Bank 25 Jan. 1868

ZADKIEL
I Bark 495 Glynn & Son, Liverpool.

W. H. Potter & Co., Liverpool

RIVER DERWENT
I Bark 504 Hargrove & Co., Liverpool.
wrecked on New Island, Falklands 18 Aug. 1867

RIVER MERSEY
I Bark 502 Hargrove & Co., Liverpool.

T. Royden & Son, Liverpool

DON ENRIQUE
I Bark 500 Cotesworth & Co., Liverpool.
wrecked near Iquique 13 Aug. 1869

KNIGHT COMPANION
I Ship 1421 Carlyle Brothers, London.
went missing 27 April 1892, Cardiff to Iquique

SARAH ANDERSON
I Bark 589 Sharpe & Co., Liverpool.

SIR HENRY LAWRENCE
I Ship 1221 Farnworth & Co., Liverpool.
1898 AFRICA
went missing 30 Dec. 1898, Ardrossan to Montevideo

Vernon, Liverpool

CAMANA
I Ship 593 Nicholson & Co., Liverpool.

CORMORANT
I Ship 1073 Myers, Sons & Co., Liverpool.

RIMAC
I Ship 593 Nicholson & Co., Liverpool.

Mackern, Preston

FAIRY QUEEN
I Sch. 94 G. Lawson, Preston.

RIBBLETON
I Bark 398 Kellock & Co., Liverpool.
VEUNERNE
wrecked October 1894

Preston Iron S. B. Co., Preston

ERIN'S PRIDE
I Sch. 152 P. Ternan, Drogheda.

Preston Iron Works, Preston

MARAVILLA
I Bark 657 Fletcher & Co., Liverpool.
AMAZONA
wrecked near Oporto 23 Dec. 1909

Lune Shipbuilding Co., Lancaster

WENNINGTON
I Ship 882 Wilson & Co., Liverpool.

Williamson, Harrington

MOUNTAIN LAUREL
I Bark 690 Sprott & Co., Liverpool.

Steele, Greenock

TANTALLON CASTLE
I Ship 1057 Currie & Co., Liverpool.
1884 DACCA 1898 MACCA
broken up in 1912

Brown, Dundee
PREMIER I Ship 486 Cochran, Dundee.

Gourley, Dundee
DUNDEE I Ship 1288 Gilroy Brothers, Dundee.

John Scott, Inverkeithing
CORSAIR I Bark 449 Liverpool.

Harland, Belfast
ANNIE SHARP I Bark 585 R. Sharp, Liverpool.
wrecked at Dover 29 March 1868
BOYNE I Bark 617 W. H. Tindell, Scarborough.
BRITISH PEER I Ship 1330 British Shipowners Co., Liverpool.
wrecked at Saldanha Bay 8 Dec. 1896, London to Cape Town

Walpole, Dublin
BRITISH NATION I Ship 1326 British Shipowners Co., Liverpool.
1902 H. HACKFELD C. Henoch Jr., Bremen.
AUSTRALIA J. Johanson & Co., Christiania.

A NOTE ON THE COMPILATION OF THESE LISTS

The lists of United Kingdom launchings prepared by John Lyman ended with 1869. To begin working back further, a copy of Lloyd's Register of Shipping for 1869 was scanned to extract any information on iron or steel sailing vessels built in 1868 or earlier. Fortunately, for the period we are concerned with, Lloyd's placed "(Iron)" very prominently in column two of the listings, as appropriate. Next, a check was made of an 1868-1869 edition of the Liverpool Underwriters' "Red Register" of iron and steel sailing vessels in the Library of Congress. Unfortunately, this is the only Red Register I have been able to find on the East Coast. The New York Public Library is supposed to have one year, but have never managed to find it for me.

Each year of Lloyd's Register was now checked, working backward from 1868 to 1838, to catch any vessels that had dropped out prior to 1869. 1838 appears to be the year the first square-rigged sailing vessel was built in the British Isles with an iron hull; the IRONSIDES, launched by Jackson & Gordon, Liverpool. Each vessel has been entered on a 3 x 5 file card, filed alphabetically along with the iron and steel vessels built after 1868, worldwide. After this had been completed a xerox copy was received from David R. MacGregor, of a list of British-built iron sailing vessels 1840-1865, from Navires en Fer a Voiles, Etude Commerciale by E. Lissignol, published in Paris in 1866. This provided an interesting comparison. Lissignol provided information on six vessels not in the Log Chips file, but was in turn missing no less than 104 vessels in the file. Iron vessels not rigged as either ships, barks or barkentines had not been included in the Log Chips inventory, and consequently do not appear in the 1866-1868 lists. However, since they are listed by Lissignol, they will now be included in the 1840-1865 lists.

Information on later histories of vessels is derived from a number of sources, including; a scan of "Sea Breezes Magazine," from issue No. 1 to the present; a list of sailing vessel losses in the 1890's, which appeared in the "Belgian Shiplover;" company histories by A. G. Course and others; works cataloguing shipwrecks of various regions; etc. Losses of vessels can generally be confirmed,

and elaborated upon, by checking the shipping casualty ledgers of the Atlantic Mutual Insurance Companies, at their headquarters on Wall Street, New York. These ledgers were kept by Company employees for eighty years, from the late 1850's to the late 1930's. They contain notations on any casualty to a vessel, anywhere in the world, whether Atlantic was involved in the insuring or not. In many cases, the notations are supplemented by pasted-in clippings from shipping journals.

NOTE: I would like to apologize for the wanderings of Preston in the launching lists. The name is a very common one in the British Isles, and at least three are located where shipbuilding could have taken place. I am now convinced we are dealing with Preston, Lancashire, north of Liverpool. This would seem to be well supported by the fact that the name RIBBLETON, in the 1865 list, is a suburb of that Preston, which is located on the estuary of the Ribble River. In this century, Preston, Lancashire became well-known as a location ships were broken up. In the 1866 list, Preston will be found at the end of the Scottish yards.

SAILING SHIP NEWS 1981-1982

ANDES - Iron bark (blt. Sunderland 1874, 866 T.) Burned at Antigua, West Indies 7 June 1905. A wreck believed to be this vessel was visited by the Editor in November 1982, while sailing from Antigua to Tortola in Captain Arthur Kimberley's brigantine ROMANCE. It is lying in Deep Bay, west of St. John's, Antigua. The hull is intact except for the extreme stern, and lies just under the surface, very clearly visible with a face mask. The stumps of the main and mizzen masts, and the knightheads, stand clear of the water. Most of the deck beams and hatch coamings are in place, the beakhead is largely intact, and the windlass is lying in the tweendeck.

CREOULA - Steel four-masted schooner (blt. Lisbon 1937, 664 T.) Visited by the Editor, in April 1982, in the shipyard at Cacilhas Point across the Tagus from Lisbon. She was undergoing an extensive conversion to a "youth adventure" training vessel, to operate under the Portuguese flag. Her sistership SANTA MARIA MANUELA, built the same year, is still serving in the Grand Banks fleet, based at Aveiro, as a motorship.

CUAUHTEMOC - Steel bark. Launched at Bilbao, Spain in November 1981, to serve as training ship of the Mexican Naval Academy at Vera Cruz. Entered service in the summer of 1982.

DAR MLODZIEZY - Steel full-rigged ship. Launched at Gdansk, Poland in November 1981 to replace the Polish training ship DAR POMORZA which will now become a museum. The new vessel is flush-decked, with a rather ugly modern stern.

DUNAY, ex-CRISTOFORO COLOMBO - Steel full-rigged ship (blt. Castellamare 1928, 2787 T. disp.) Italian training ship awarded to Russia as reparations after World War II. Employed in the Black Sea until laid up in 1962. Miroslav Tsanov of Bulgaria reports that she was broken up at Odessa in 1972.

ELISSA - Iron bark (blt. Aberdeen 1877, 431 T.) Restoration at Galveston, Texas has progressed to the point she was able to put to sea for the first time under sail 31 August 1982. By year's end, the major work still to be completed was a refurnishing of the aft accommodations, and construction of boats and boat skids.

ERNESTINA, ex-EFFIE M. MORRISSEY - Wood schooner (blt. Essex, Massachusetts 1894, 119 T.) Former fisherman and polar exploration ship. Completed rebuilding in Cape Verde Islands, and returned to the United States (Newport, R.I.) under sail 24 August 1982, taking 40 days in the crossing. She is spending the winter at Gloucester, Massachusetts, where she will be hauled out and have an engine fitted. Her home port is currently New Bedford.

PEKING - Steel four-masted bark (blt. Hamburg 1911, 2152 T.) Museum at New York. Major restoration during 1981-1982 involved replanking two-thirds of the bridge deck, and reinstating five skylights that had been removed when she was a floating school in England. The skylights have steel sides, and hinged teak lids with brass-rimmed port lights.

Russian barkentines and schooners - Around the time Log Chips was initiated in 1948, a fleet of wooden sailing vessels was built in Finland for the Soviet Union, as World War II reparations. The total number built was around 50. The following are reportedly still in existence:

KODOR (blt. 1951, 322 T.) Operating in the Baltic as the training ship of an engineering school in Leningrad. Three-masted schooner.

ZARYA (blt. 1952, 339 T.) Operating as the non-magnetic research vessel of the Leningrad Institute of Oceanography. Three-masted schooner.

VEGA (blt. 1952) Stationary use at Talinn Seamanship School. Barkentine.

KRONVERK, ex-SIRIUS (blt. 1948, 322 T.) Permanently moored at Leningrad. Barkentine.

KIHNU JOHN Stationary use at Talinn. Barkentine.

NADESZDA Stationary use at Nakhodka. Schooner.

SEDOV, ex-KOMMODORE JOHNSON, ex-MAGDALENE VINNEN - Steel auxiliary four-masted bark (blt. Kiel, Germany 1921, 3476 T.) German cargo carrier awarded to Russia as World War II reparations, and subsequently employed as a training vessel. Returned to service in 1981 after being laid up around fifteen years. Called at Lisbon and Southampton in August 1982.

Unidentified sailing vessel; three masts, over 85 feet in length - Apparently sunk to form a bulkhead for landfill circa 1750. Discovered during pre-construction archeology on the future site of 175 Water Street in lower Manhattan, in January 1982. Fully excavated, except for a portion of stern and starboard side under the street. Hull was found to be largely intact, including remains of two, partially collapsed decks. The ship was recorded by a team of around fifty archeologists, and twenty feet of the bow carefully disassembled for conservation and eventual display. The pieces of the bow are currently being treated in tanks of polyethyline glycol, at a laboratory in Groton, Massachusetts.

WAVERTREE - Iron full-rigged ship (blt. Southampton, England 1885, 2170 T.) Undergoing restoration for museum use at New York. During 1981-1982 ninty feet of the main deck, cut open for sand bins in Argentina after 1948, was restored, including beams, tie plates, and hatch coamings. The entire main deck was planked, aside from an area underneath the foc'sle head, and a new steel spike bowsprit was built and rigged.

LOG OF A TRIP TO NEW ZEALAND AND AUSTRALIA (cont.)

Drive to tower at entrance to Port to see Chris Halls (PASSAT veteran), President of Australian Cape Horners. Drive to Port Adelaide Maritime Museum above town library. Photograph figureheads of GARTHNEILL, BRITISH ADMIRAL, MARGIT, STAR OF GREECE, ANNE LISLE, SULTANA, HANNAH NICHOLSON, LORD CANNING, COUNTESS, WAVE QUEEN, NORMA, MARY MILLER, GENERAL BLANCO, CLAYMORE, VILLE DE BORDEAUX. Walk back to Keith Le Leu's house, photographing Port Adelaide architecture, and active ketch-rigged motor vessel FALIE. Night at Le Leu home.

April 2 - Morning at State Museum in Adelaide, looking through Edwardes Collection of sailing ship photographs. In afternoon visit Jason Hopton (PASSAT veteran), Secretary of Australian Cape Horners. In evening visit Neil Cormack, authority on wrecks lying in North Arm of harbor. Night at Le Leu home.

April 3 - Drive to North Arm, and hike through mangroves to photograph wrecks now identified as iron barks SUNBEAM (blt. Kirkaldy 1857) and ULLOCK (blt. Aberdeen 1875), and steel bark GARTHNEILL, ex-INVERNEILL (blt. Port Glasgow 1895). SUNBEAM is the most complete, having most of its bow, but no decks. Little remains of the stern, and the surviving hull is very weakened by rust and partially collapsed. All that remains of ULLOCK is the keel and keelson, floors, and some bottom plating. The same survives in the case of GARTHNEILL, along with some of the port bow, but none of the upper stem. Spend middle of day driving from Port Adelaide to Wallaroo on Spencer Gulf, arriving 2:30 P.M. Visit Dorothy M. Fyfe, who opens maritime museum for us. Museum is located in former Custom House, and has good collection on last grain ships, and earlier sailing ship trades of the Gulf. Drive to Port Victoria. Contact custodian of local maritime museum to have it opened for us. Museum is small metal shed at entrance to long pier. Exhibits are primarily grain ship photos, and photos and artifacts from wrecks on Wardang Island. Wallaroo has modern grain handling facilities, and is the larger town. Port Victoria probably looks much as it did when the last sailing ships called there. Finding no place to stay in "Port Veek," we return to Wallaroo, and spend the night at the Sonbern Hotel, an ancient verandahed building near the railway station.

April 4 - Drive down Yorke Peninsula to Stenhouse Bay. At the abandoned gypsum mine where HOUGOMONT was sunk to form a breakwater, there is no sign of her remains, even looking down from a high rock through quite clear water. A few miles further south, beyond Cape Spenser, is the wreck of the iron bark ETHEL, ex-CARMELO (blt. Sunderland 1876), which went ashore 2 January 1904. The surrounding scenery is magnificent; high yellow sandstone cliffs, a beautiful sandy beach, and thundering surf. The wreck, perched high on the beach, is gone forward of the after hatch. The remainder of the hull has wasted away to a fragile skeleton, but still holds its shape, up to the beams of the former poop. Drive back to Port Adelaide in the evening. With Keith Le Leu, visit ship photographer M. R. Dippy. Night in foc'sle of fireboat FIRE QUEEN, in bow removed from vessel and preserved ashore, one of Keith's larger artifacts.

April 5 - Photograph steam tugs FEARLESS and YELTA, saved by Keith for future Maritime Museum of South Australia. Drive east along coast to Warnambool, Victoria. Visit Flagstaff Hill Historical Park and Maritime Museum. In a pond, well inland from the harbor, an old wooden steamer hull has been partially converted to represent a barkentine; an ill-advised project the new director is considering abandoning. Nearby, the ketch REGINALD M. is undergoing a more serious restoration. A Mystic Seaport-type village has been created, including some stone buildings roofed with green slate from the cargo of the FALLS OF HALLADALE. A museum building contains displays on several wrecks, including the FALLS OF HALLADALE and the LOCH ARD. The most remarkable exhibit is a six foot tall Mintin porcelain peacock rescued from the LOCH ARD wreckage. Continue east to Peterborough. Call on Miss Jean Mackenzie, author of a book on shipwrecks of the region partly based on diaries kept by her mother 1873-1914. Miss Mackenzie has in her parlor the bell from the NEWFIELD and the wheel boss from the FALLS OF HALLADALE. Night at Schomberg Motel, named for another famous local shipwreck.

April 6 - In morning, visit sites of wrecks of FALLS OF HALLADALE, NEWFIELD and SCHOMBERG, with Miss Mackenzie as guide. Continue east to Loch Ard Gorge, scene of wreck, with small cemetery on bluff. Drive through Geelong, and out to Indented Head to see remains of sidewheel steamer OZONE, sunk as breakwater. Little remains of hull, but paddlewheels are still prominent. Return to Melbourne. Night at Hannaford Home.

April 7 - In morning, revisit POLLY WOODSIDE and adjoining museum. Drive to suburb of Black Rock, and borrow skiff to row to 1868 casemate monitor H.M.S. CER-

BERUS, grounded as breakwater. CERBERUS was built in the British Isles for the Colony of Victoria. Aside from the stack, and lighter superstructure, she is intact. The two turrets are located at either end of a raised breastwork faced with 9 inch armor. The turrets themselves are 9 inch armor backed with timber. The armament installed in 1868 is still mounted; two 10 inch rifled muzzle-loading cannon in each turret. The hull on the offshore side has large holes below the waterline, and must be near to collapse, considering the weight of armor it is supporting. There have been proposals to preserve the ship and restore it, but the task looks monumental at this point. Return to Melbourne, photographing architecture, particularly ornate cast iron on porches of Victorian "terrace" row houses. Night at Hannaford home.

April 8 - Spend day with Hannafords. In evening give slide lecture for Ship-lovers Society at Latrobe Library, on surviving Cape Horn sailing ships in the Western Hemisphere.

April 9 - Fly from Melbourne to Newcastle, N.S.W. in morning, arriving at 10:10 A.M. Visit Newcastle Maritime Museum in Fort Scratchley, overlooking harbor entrance. Fort fought a brief duel with a Japanese submarine during the War. Walk to ferry to Stockton. In Stockton, walk to north breakwater, and out to the wreck of the French four-masted bark ADOLPHE. Vessel was wrecked on the Oyster Bank 30 September 1904, before the breakwater was extended to that point. Over forty feet of the bow is above water. The plating is largely intact, but the decks (cemented over at some point, apparently for the use of fishermen), are ready to collapse. The breakwater was extended before the last masts fell, as part of their remains are lying on it. The Maritime Museum has a fine swivel chair from the saloon of this ship. Return to Newcastle, and catch 4:00 P.M. train to Sydney. Night at Kirketon Hotel, Kings Cross, Sydney.

April 10 - Walk from Hotel to downtown Sydney. Taxi to Maritime Museum at Birkenhead Point. Tour museum exhibits in former tire factory now being developed as shopping mall, and Museum steamers WARATAH (1902) and JOHN OXLEY (1929). Both are former pilot vessels. WARATAH, whose extensive restoration is nearing completion, also served as a tug. JOHN OXLEY is intact, in fairly good condition. After lunch, tour JAMES CRAIG, ex-CLAN MACLEOD (1874), iron bark built at Sunderland, England, recently towed from Tasmania. Vessel consists of extensively patched hull, with deck plated over for tow. Some deteriorated portions of old masts lying on deck. Restoration is to resume once WARATAH is completed. Cross Harbor Bridge to visit Cyril Hume in apartment overlooking Neutral Bay. Dinner with Mori Flapan, of Maritime Museum, near central ferry terminal. Night at Kirketon Hotel.

April 11 - Spend morning in downtown Sydney bookstores. Leave Sydney by plane at 1:30 in afternoon, for Los Angeles, by way of Auckland and Honolulu. After brief stopover in Los Angeles, continue to New York.

FALKLAND ISLANDS REPORT (Cont.)

EGERIA

HISTORY: Full-rigged ship, 1066 tons, 176.5 ft. in length, breadth 36.3 ft., depth 22.9 ft. Built near St. John, New Brunswick in 1859. Owned in Liverpool, England, and later London. Put into Port Stanley 12 September 1872, enroute London to Callao with cement and coal. Had put back from Cape Horn leaky and damaged. Condemned, and later sunk at end of Falkland Islands Company jetty, outboard of hulls of WILLIAM SHAND and SNOW SQUALL.

DESCRIPTION: Hull was largely intact as late as the mid-1950's, after which the forward 100 ft. was cut down to allow extension of the wharf and construction of a new wool shed. The forward portion of the hull survives under the wharf, up to just above the 9 foot draft numeral at the bow. The after portion, which was not cut down, still has two decks, the maindeck and tweendeck, and is roofed over with corrugated metal on a 2 x 4 framework. This two-storey area is used as workshops, and storage for stevedoring gear. Though most of the ships in Port Stanley were once warehouses, EGERIA is the only one still in active use.

There was once a full poop, around 50 ft. in length. The hull still extends upward at sides and transom, almost to the level of this deck, but the deck itself has been replaced by the present roof. The transom has two square windows, one on either side of the sternpost. It is protected on the outside by a skirt of metal sheeting, but apparently has no surviving decoration. The ceiling planking inside the poop appears to have much of its original paint. Patterns in this paint, which is white or various shades of light blue, indicate the locations of stateroom partitions, berths, and the hanging knees that once supported the deck above. Forward of the former location of the break of the poop, the maindeck survives for another 20 ft. before it is cut down. In this area the covering board survives, pierced for timberheads which have been cut off or removed.

EGERIA is built with timber lodging knees, and iron hanging knees. In the lower hold, the hanging knees are vertical in the middle of each side, and cant toward bow and stern with increasing angle moving away from amidships. The pillars in both hold and tweendeck are rectangular in section, oriented along the centerline, with short iron straps fore and aft, at both top and bottom, attaching them to the beams. The tweendeck beams measure 14½" wide by 13" deep. The frames are single. A sampling amidships gave a thickness of 9¼" and a width varying from 9½" to 11." The spacing between frames varied from 2" to 5¼." There are 4½" wide iron bands, lying at a 45° angle, let into the face of the frames underneath the outer planking. They are ½" thick, and lie about six feet apart. They lie with their lower ends toward the bow forward, and toward the stern in the after half of the vessel, and, at the upper end terminate below the maindeck. The hull is sheathed to above the load waterline with 1" by 7" planking, more or less following the run of the hull planking. At its upper edge, the sheathing is finished off by a 3½" horizontal strake, rounded off. A figurehead appears in photographs taken early in this century, and the beakhead survived into the 1950's. Some of the carved trailboards in the Port Stanley Museum are probably from this vessel.

FLEETWING

HISTORY: Brig, 237 tons, 110 ft. in length, breadth 25 ft., depth 14.6 ft. Built by Richard Jones at Borth-y-Gest, near Portmadoc (now Porthmadog), Wales, in 1874. Owned by W. Prichard & Co. of Carnarvon (now Caernarfon), and employed in transatlantic trades, including voyages to South America. Sold to Falkland Islands Company in 1911. Arrived in Port Stanley October 30th of that year, with a cargo of coal, and a crew only signed on for the outward passage. Extent of use by the F. I. Co. is not known. Now lies grounded, broadside to shore, just east of Falkland Islands Company wharf and sheds, serving as a dumping place for cast off oil drums. Short histories of this vessel appear in; Immortal Sails, by Henry Hughes (1969); Porthmadog Ships by Emrys Hughes and Aled Eames (1975); and Cymru a'r Mor/Maritime Wales, Number 4, July 1979. At least two paintings of the FLEETWING exist.

DESCRIPTION: A few weeks after the British recaptured the Falklands, a report was received from the local maritime historian, John Smith, to the effect that FLEETWING had been the only vessel to suffer any major damage during the conflict. John reported that her sternpost had been pulled out by the Argentine forces, for use as firewood. After learning what they were doing, he was able to rescue the timber, and talk them out of doing any more damage.

Prior to this damage, the hull had been intact, up to an apparent tweendeck. Of this deck, only two dislodged beams survived, along with some lodging knees. She had been built with timber lodging knees and iron hanging knees. One hanging knee stood above the starboard side, indicating the location of the maindeck. There were no timber breasthooks or filling transoms surviving, but several comparatively short iron crutches spanning the inside of both stem and sternpost.

JHELUM

HISTORY: Full-rigged ship, later bark, 466 tons (428 after 1856), 123 ft. in length, breadth 27 ft., depth 18 ft. Launched 24 May 1849 by Joseph Steel at Liverpool, England. Owned by Joseph Steel, Sr.; William Bell; Joseph Coull; and Joseph Steel, Jr., all of Liverpool. Figurehead was female bust. Spent career in trade between Liverpool and west coast of South America. Re-rigged as bark in 1858. Put into Port Stanley leaking 19 August 1870, enroute Callao to Dunkirk. Condemned 30 September 1871. Cargo left in bark PELHAM. Later sunk at end of jetty, at west end of town, to serve as warehouse. Has not been used for many years. Most intact wooden British-built deepwater merchantman.

DESCRIPTION: Hull is largely intact up to level of maindeck and poop, aside from a gap cut through amidships to extend jetty. Forward of the mainmast, the deck planking is gone, but some beams survive in a very weakened state. Forward of the gap, some of the rail survives, supported by timberheads. Aft of the gap, the decks survive, but no rail or bulwarks. The surviving tweendeck, and the sole of the poop, are still quite solid. The surviving maindeck, and the poop, have been protected by corrugated iron, but the iron is now deteriorating, and the planking beneath is rotten. The height of the tweendeck, to the underside of the maindeck beams, is approximately six feet. The height of the poop above the maindeck is approximately four feet. The length of the poop is 33 ft. 6 in. The maindeck extends six feet under the poop, creating an alcove, purpose unknown. Where the maindeck finally ends, the tweendeck also ends, and the sole of the poop begins. BULKHEADS

No ~~bulwarks~~ survive under the poop, but mortices for their supports, cut into the deck planking, indicate their location. Further evidence is provided by bits of surviving panelling and molding on, and between, the beams of the poop, and, as in EGERIA, by patterns of old paint on the ceiling planking. The colors are white, or various shades of blue. However, one section on the starboard ceiling has remnants of an ornately decorated Victorian wallpaper. There are four windows in the transom. None of the stern decoration survives, aside from part of a curved backing board, and a fragment of the molding that ran beneath the windows. The six-sided box where the rudder post entered the hull is well-preserved. There is a remarkably well-preserved flat-roofed skylight in the poop, above the aft end of the sole; 5 ft. 6 in. in length, 5 ft. wide, and 2 ft. 6 in. high. The glass is gone, but the muntins for the panes are still there. The corners are strengthened on the inside by quarter sections of turned posts, and there is a decorative molding on the underside of the roof. There are openings for portholes on either side of the accommodations, and lead scupper pipes for the sole.

Deck beams vary greatly in their dimensions and spacing. The larger beams range from 9 in. to 11 in. in width. The smaller beams range from 6½ in. to 7½ in. in width. Beams range in depth from 8½ in. to 9½ in. There is little pattern to the sequence of large and small beams, but the first four maindeck beams in the bow are large. All the beams of the poop are small, except the aftermost. The spacing between beams ranges anywhere from 31½ in. to 60 in. The first three beams of the maindeck, and the first two beams of the tweendeck, have timber lodging knees; the last in each case only on its forward face. The aftermost two beams of the maindeck, the forewardmost two of the poop, and the aftermost two of the poop, also have timber lodging knees between them. All the remaining maindeck and tween deck beams are attached to the hull by 2 ft. iron straps on each face, tapering from 4 in. to 2½ in. in width, joined by three iron pins through the beam, and joined to the hull by pairs of bolts through the frames and ceiling finished off on their inboard ends with six-sided nuts.

Most, but not all, of the large maindeck and tweendeck beams are supported by iron hanging knees. Under the maindeck beams, these knees are vertical, and span six strakes of ceiling planking. Under the tweendeck beams, they span ten strakes of ceiling, and are canted toward the bow forward, and toward the stern aft. The remaining spaces between poop beams are filled by iron staple knees. The only hanging knees under poop beams are timber ones under the forewardmost. There are timber breasthooks in the bow, at each deck. An iron crutch serves as a third breasthook, in the lower hold. The aft end of the lower hold has a complete set of timber filling transoms, closely-spaced. These are supplemented by a very long iron crutch, with its ends angled downward. The same maindeck and tweendeck beams that have hanging knees also have iron centerline pillars, 2½ in. in diameter.

Much of the beakhead survives, with two cheek knees on each side, bobstay plates, and remains of hair brackets, head timbers and mainrail. There are two iron hawsepipes on the port side, and one on the starboard side, passing through the knightheads. The iron is isolated from the surrounding timber by some type of metalic sheathing. There is a large timber windlass lying in the hold, with carrick bitts, and iron pawl and purchase rims and purchase shoes. A 12 in. by 12 in. timber pawl bitt also lies in the hold, with a set of five iron pawls. On the foreside of the pawl bitt is a remnant of a timber riding knee which apparently joined it to the heel of the bowsprit. The starboard cathead is still in position, supported by a timber hanging knee, with remains of lignum vitae sheaves in three slots near the outer end. Some chainplates for fore and mizzen rigging survive, along with some iron bails for lower deadeyes at the fore. A pile of wire standing rigging, with deadeyes, badly deteriorated, lies in the hold just forward of the gap.

The main hatch survives, but it is collapsing into the gap. It measures aproximately 12 ft. by 12 ft., and is attached to the maindeck beams by horizontal iron staple knees. Immediately aft of the hatch is the partners for the mainmast, with 8 in. diameter, iron-rimmed openings on either side for the pump wells. Immediately aft of the pump wells, in the lower hold, is a rivetted iron tank, 6 ft. 3 in. fore and aft, 8 ft. 6 in. in breadth, and over 6 ft. high. A sampling of frames amidships gave a thickness of 6½ in., and a width varying from 8 in. to 9 in. Frames are single, with spaces between in the sample area varying from 4½ in. to 6½ in. The ceiling planking is 3 in. by 9 in. in the lower hold. In the same area, the outer planking is 4½ in. by 10½ in. The hull had a wood sheathing up to the load waterline, similar to that on the EGERIA.

(to be continued)

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 9, Nov. 1983 EDITOR NORMAN J. BROUWER

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1864

Compiled by the Editor

Marshall, Newcastle

BENTON I Ship 952 Henderson & Co., Newcastle.

Mitchell, Newcastle

ADELINA I Ship 731 Beckworth & Co., London.
JEANIE DOUGLAS I Ship 1284 Stuart & Co., Liverpool.

Rogerson, Newcastle

LEDA I Slp. 158 T. Bell, Newcastle.
VESTA I Slp. 113 T. Bell, Newcastle.

J. Haswell & Son, Sunderland

KATE KELLOCK I Ship 1175 Kellock & Co., Liverpool.
1878 YUNGAY (hulk at Punta Arenas, Chile)

J. Laing, Sunderland

ONYX I Bark 420 Wheatley & Co., Sunderland. hulk at Auckland, N.Z.

G. S. Moore & Co., Sunderland

FONTENAYE I Ship 635 Munro & Co., London.
MAGDA wrecked at Schiermonikoog 30 Oct. 1896, Sundsvall to Port Natal

T. R. Oswald & Co. Sunderland

CARRIZAL I Bark 598 Shalcross & Co., Liverpool.
wrecked while loading guano at Baker Island 20 Nov. 1899
CORRIENTES I Bark 598 Shalcross & Co., Liverpool.
LINCOLN I Ship 996 Temperleys, London.
OTTER I Bark 499 E. Preston, Liverpool.
TAURUS went missing 12 Dec. 1894, Altata to Le Havre
SPIRIT OF THE MORNING I Bark 664 Jackson & Co., Liverpool.
ELLEN

Pile, Hay & Co., Sunderland

HOWRAH I Ship 1117 G. D. Tyser, London.
1890 TOURNY Verdeau & Cie., Bordeaux.
1903 AGOSTINO M./L. Mortola fu A., Genoa. broken up at Genoa 1911
LUCINA I Bark 490 Adamson & Co., London.
THURSO wrecked at Greymouth, N.Z. 7 Aug. 1895, sailing for Cape Town
QUEEN OF THE EAST I Ship 854 H. Ellis, London.

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Pile, Hay & Co., Sunderland (Cont.)

QUEEN OF THE SOUTH — I Bark 376 H. Ellis, London.
SAINT LEONARDS — I Ship 999 Bon's & Sons, London.
sunk in collision with S.S. CORMORANT off Start Point 17 Sept. 1883, London to New Zealand
SOPHIA JOAKIM — I Ship 999 Willis & Son, London.

W. Doxford & Sons, Pallion

ALUMINA — I Bark 699 Stewart & Co., Liverpool.
ANTRIM — I Ship 993 Moore & Co., Liverpool.
1891 EMILIE — U. C. Koch, Brake.
1896 ASIA — went missing 9 Dec. 1915, Pensacola to Clyde
RIVER WEAR — I Ship 500 Hargrove & Co., Liverpool. burned 1865

T. R. Oswald, Pallion (see also Sunderland)

KNOWSLEY — I Bark 647 Shallcross & Co., Liverpool.
1871 EUTERPE — J. C. Pflugk, Hamburg.
1893 ANNA MARIA SCHWALBE — M. N. Mathiasen, Nordby.
hulked at Albany, W. Australia 1897
WARWICK — I Ship 1005 Temperley, London.

Denton, Hartlepool

DEERHOUND — I Bark 544 Moon & Co., Sunderland.
KINGDOM OF SAXONY — Gosman & Smith, London.
TERESITA — F. & V. Astarito, Castallamare.
broken up at Palermo 1906
SEPIA — I Bark 725
DALHOUSIE — wrecked on Carnac Is. nr. Fremantle 29 Dec. 1898, arriving from London

Pile, Spence & Co., West Hartlepool

BERHAMPORE — I Ship 1061 McKinnon, Liverpool.
GLENNA — I Ship 1282 British Shipowners Co., Liverpool.
went missing, out of Shields, c. 1865
LAMMERMUIR — I Ship 1054 Willis & Son, London.
went missing 1876, Adelaide to London
PRINCE OSCAR — I Ship 1292 S. Graves, Liverpool.
sunk in collision in Atlantic 13 July 1895, Shields to Iquique

M. Pearse & Co., Stockton

DRAGON — I Ship 696 Young & Co., London.
ELLA — I Bark 622 (Not in Lloyds)
CRAIGIE LEA — wrecked on Bull Pt., Falklands 30 Dec. 1879
W. H. HASELDEN — I Ship 897 Wilson & Co., Liverpool.
went missing c. 1870

Richardson, Duck & Co., Stockton

LEILA — I Ship
went missing on maiden voyage 2 Jan. 1865, Tyne to India
SYDNEY DACRES — I Ship 1380 Baines & Co., Liverpool.
wrecked near Cape Pembroke Lt. sailing from Port Stanley, Falklands 28 Sept. 1886

Backhouse & Dixon, Middlesbrough

CHERWELL — I Ship 1170 T. Frost, Liverpool.
wrecked on Three Castle Head, Cork December 1889

Candlish, Fox & Co., Middlesbrough

DUNEIM — I Bark 514 Hudson & Co., Sunderland.
SARAH SCOTT — I Bark 566 T. Scott, Sunderland.

Earle, Hull

BERTRAM RIGBY — I Ship 1293 E. Bates, Liverpool.
1888 AEOLUS — H. Bischoff & Co., Bremen.
went missing 1 Dec. 1894, Sydney to London

BUCENTAUR — I Ship 1067 Saunders & Co., Liverpool.
wrecked near Bombay 5 June 1869

Humber Iron Works, Hull

ARTIST — I Ship 1371 Harrison & Co., Liverpool. burned 1889
NORSEMAN — I Bark 618 Cotesworth & Co., Liverpool.

M. Samuelson & Co., Hull

GELLERT — I Ship 686 Bremer, London.
KINGSTON — I Ship 1208 Stuart & Co., Liverpool.
MARIAN — I Bark 1142
1888 BRILLIANT — C. M. Jorgensen, Hamburg.
1895 VILLE DE REDON — C. Mabon, Nantes.
1899 CHARLOTTE — A. Witte, Bremerhaven.
1905 SAN PEDRO — P. Molins, Montevideo. broken up 1930

Lungley, London

VARUNA — I Ship 1318 Smith & Co., London.

Millwall Ironworks, London

ALBERT VICTOR — I Ship 1184 Lidgett & Son, London.
CENTAUR — I Ship 1571 Fletcher & Co., Liverpool.
burned 18 April 1896, San Francisco to Maryborough

TIVERTON — I Ship 1175 Coupland Brothers, Liverpool.
1882 PAVIAN — went missing 1883

J. & G. Rennie, London

MICHAEL SCOTT — I Ship 1198 Finlay & Co., London.
ZOROASTER — I Ship 1207 Finlay & Co., London.
HAMLET — went missing c. 1880

Westwood, Baillie & Co., London

ROYAL EDWARD — I Ship 1508
abandoned 1886, Gloucester, Mass. to Melbourne

ROYAL GEORGE — I Ship 1452
ALABAMA — went missing 7 Jan. 1899, Pensacola to Rotterdam

Wigram, London

CANOPUS — I Bark 765 Lynch Brothers, London.

William Patterson, Bristol
LADYE LOVE I Bark 495 Gladstone & Co., Liverpool.
WHITE SQUALL I Bark 537 Cassidy & Co., Liverpool.

Nevill, Llanelly
ANN I Brig 271 Samuel & Co., Llanelly.
OLIVER CROMWELL I Bark 415 D. Jones, Llanelly.
lost returning from amiden voyage, Caldera to Swansea

Treweek, Amlwich
PRINCESS OF WALES I Sch. 120 Treweek & Sons, Liverpool.

Roodee Ironworks, Chester
CHESHIRE I Ship 1233 Boult & Co., Liverpool. missing c. 1866
DELMIRA I Bark 338 T. Ismay, Liverpool.
TERPSICHORE I Bark 538 J. Atwool, Liverpool.

G. R. Clover & Co., Birkenhead
BOLTON ABBEY I Ship 1194 Potter Brothers, Liverpool.
BRITISH PRINCE I Ship 1282 British Shipowners Co., Liverpool.
lost Feb. 1872, Dundee to Calcutta
EIVIR I Bark 510 Nicholson, Liverpool.
1865 SERENA
FURNESS ABBEY I Ship 1206 Potter Brothers, Liverpool.
stranded at Galle, Ceylon 24 Aug. 1878, Mauritius to Rangoon

Laird Brothers, Birkenhead
SORABJEE JAMSETJEE JEEJEEBHOY I Ship 1199 J. Parsons, Liverpool.
1867 BRITISH INDIA burned north of Madeira 18 Jan. 1894, Leith to Rio

Woodside G. Dk. Co., Birkenhead
ASTRACAN I Bark 1041 British & Eastern Shipping Co., Liverpool.
SAN MIGUEL I Bark 535 Bromhm. & Co., Liverpool. lost c. 1865

Bowdler, Chaffer & Co., Liverpool
ORURO I Bark 499 J. Wlamsley, Liverpool.

Evans, Liverpool
BARRACOUTA I Bark 610 Vining & Co., Liverpool.

Hart & Sinnott, Liverpool
COWASJEE JEHANGEER I Bark 1190 Finlay & Co., Liverpool.
1867 RANEE
1895 MARTA G. G. Giurfa, Genoa.
1903 SANTA ROSALIA A. Loschiavo, Palermo.
PREMCHUND ROYCHUND I Ship 1256 Finlay & Co., Liverpool.
RAJAH foundered off Lundy 9 Dec. 1896, Barry to Hong Kong
VISCATA I Ship 1065 J. Steel, Liverpool.
stranded near San Francisco 8 March 1868, arriving from Liverpool.

Jones, Quiggin & Co., Liverpool

ALTCAR STEEL Ship 1283
CLYTEMNESTRA STEEL Ship 1250
wrecked on reef off Rodrigues Is. 4 Sept. 1870, Rangoon to Queenstown

Potter, Liverpool

ALLAHABAD I Ship 1186 Potter & Co., Liverpool.

T. Royden & Son, Liverpool

BEATRICE I Bark 591 Royden & Son, Liverpool.
CLIFFORD I Ship 915 Royden & Son, Liverpool.
OANITA I Ship 1165 Moore & Co., Liverpool.
PAMPERO I Bark 588 Ismay & Co., Liverpool.
VENNER
TRIENTALIS
SAN LUIS I Bark 591 Grunston & Co., Liverpool.

T. Vernon & Son, Liverpool

ANDACOLLO I Ship 765 Imrie & Co., Liverpool. wrecked c. 1865
BAYARD I Ship 1319 Alexander & Co., Liverpool. hulked 1911
CAPE HORN I Ship 724 Myers, Son & Co., Liverpool.
CURSETJEE FURDOONJEE I Ship 1242 Cardwell & Co., Liverpool.
TALISMAN Williamson, Liverpool.
CRISTOBAL SOLER Puerto Montt
GLENLORA I Ship 764 H. Stenhouse, London.
sunk by U-boat April 1917
PHILIP NELSON I Bark 548 Nelson & Co., Liverpool. wrecked July 1904
PRINCE ARTHUR I Bark 544 Nelson & Co., Liverpool.
RAJPOOT I Ship 1333 Smith & Co., London.
went missing 29 Aug. 1892, Blyth to Valparaiso
SIERRA PALMA I Bark 1376 Thompson, Anderson & Co., Liverpool.
wrecked nr. East London 24 April 1883, Rangoon to Liv.
SWORD FISH I Ship 725 Myers, Son & Co., Liverpool.
VAN CAPELLEN I Ship 835 Sandbach, Liverpool. lost c. 1865
VERNON I Ship 1319 Alexander & Co., Liverpool.

Allsup, Preston

BRITISH QUEEN I Sch. 164 W. Allsup, Preston.

J. H. Machern, Preston

EASTHAM I Bark 611 Tennant & Co., Liverpool.
NAVENBY I Bark 510 J. Clark, Liverpool. wrecked c. 1866

Williamson, Harrington

CALABAR I Ship 496 Iredale & Co., Liverpool.

Isle of Man Shipbuilding Co., Ramsey

ERATO I Ship 1205 Wakefield & Co., Liverpool.
wrecked west of Scaw 7 Feb. 1894, Helsingborg to Garston

J. E. Scott & Co., Greenock

ORIANA I Ship 1050 W. Orr, Greenock.
broken up at Montevideo Feb. 1909
SAM CEARNS I Ship 1422 Wilson & Co., Liverpool. wrecked on Tierra del Fuego 26 June 1871, Liverpool to San Francisco

R. Steele & Co., Greenock

ARUNDEL CASTLE I Ship 1042 Currie & Co., Liverpool.
1885 CHITTAGONG
1896 IMPERATOR
1918 CHITTAGONG
1920 ANNITSA ZOLOCOSTA hulked at East London 1901. re-rigged as bark 1918. broken up 1922

KNIGHT OF SNOWDOUN I Ship 656 Williamson, Liverpool.
foundered off Danger Pt., S. Africa 26 July 1867, Rangoon to U.K.

LADY PALMERSTON I Ship 1247 Farnworth & Co., Liverpool.
PAM hulk at Adelaide

LORD OF THE ISLES I Ship 657 Williamson & Co., Liverpool.

RED GAUNTLET I Ship 1073 Williamson & Co., Liverpool.

Clyde Shipbuilding Co., Port Glasgow

RIVER THAMES I Bark 501 Hargrove & Co., Liverpool.

R. Duncan & Co., Port Glasgow

COMPTA I Ship 1053 Iron Ship Co., Bombay. went missing 1887

DIE VERNON I Ship 999 Cowie & Co., Liverpool.

GLENDUROR I Ship 995 Cowie & Co., Liverpool.

KHANDEISH I Ship 1004 Iron Ship Co., Bombay.
lost off Oeno Is. (nr. Pitcairn) 2 Sept. 1875, San Francisco to Liverpool

STRATTON AUDLEY I Ship 998 Glen & Co., Liverpool.

Lawrence Hill & Co., Port Glasgow

NOR'WESTER I Ship 558 Jamieson & Co., Glasgow.
hulk at Melbourne 1920's. scuttled in Bass Strait 1930

RIVER CLYDE I Ship 741 Playfair & Co., Glasgow.
1885 VALENTINE

J. Reid & Co., Port Glasgow

GUY MANNERING I Ship 1183 Williamson, Liverpool.

KHORASAN I Ship 1039 British & Eastern Shipping Co., Liverpool.

MARMION I Ship 784 Williamson & Co., Liverpool.

OBERON I Ship 1181 Bowring & Co., Liverpool.
burned off Cape Horn 1884

SOUKAR I Ship 1304 Smith & Co., London.

Aitken, Glasgow

KENILWORTH CASTLE I Ship 1062 Currie & Co., Liverpool.

Barclay, Curle & Co., Glasgow

CITY OF FOO-CHOW I Ship 1034 Smith & Son, Glasgow.
wrecked on NE coast of Flinders Is., Bass Strait 1877, Newcastle, NSW to Calcutta. Mast standing in surf 1981

HARTFELL I Ship 1224 W. Rome, Liverpool.
1890 PIONEER went missing 11 April 1904, Buenos Aires to Falmouth

MANGALORE I Ship 1213 W. Rome, Liverpool.
wrecked at Valparaiso 7 July 1891

C. Connell & Co., Glasgow

CITY OF BERLIN I Ship 1012 Smith & Son, Glasgow.
burned at Trincomalee Mar. 1877, Gibralter to Rangoon

C. Connell & Co., Glasgow (Cont.)

COUNTY OF RENFREW — I Ship 709 R. & J. Craig, Glasgow. wrecked c. 1866
DHOLLERAH — I Ship 1017 Iron Ship Co., Bombay.
PANDORA — I Ship 1156 Blyth & Co., Liverpool. wrecked on Monos Is., Trinidad 18 Oct. 1878, sailing from Port of Spain

J. G. Lawrie, Glasgow

BEAUMARIS CASTLE — I Ship 1040 Somes Brothers, London.
HIMALAYA — I Ship 1065 Lidgett & Son, London.
OOMRAWUTTEE — I Ship 1058 Iron Ship Co., Bombay.
BORDERER — wrecked nr. Cape Agulhas 27 Oct. 1868, Penang to London

Stephen, Glasgow

CITY OF LAHORE — I Ship 989 Smith & Son, Glasgow.
DURISDEER — wrecked at Stockton Beach, NSW, 23 Dec. 1895, Simonstown to Newcastle

COPERNICUS — I Ship 698 R. Sloman, Hamburg. lost Dec. 1866
LUCERNE — I Ship 608 Munro & Co., London.
NEWTON — I Ship 700 R. Sloman, Hamburg. lost June 1867

Rankin, Dumbarton

DUKE OF ROTHESAY — I Ship 999 Montgomerie, London. lost c. 1865
HAMILLA MITCHELL — I Ship 958 J. Mitchell, Glasgow.

S. & H. Morton & Co., Leith

JAMES WISHART — I Ship 776 Thomson, Leith. wrecked at Praia Suja Guapary, Victoria, Brazil 25 July 1894, Glasgow to Rio de Janeiro

Harland & Wolff, Belfast

BARODA — I Ship 1364 Brocklebank, Liverpool. sunk in collision in Mersey 20 Nov. 1887, arriving from Calcutta
DHARWAR — I Ship 1293 Iron Ship Co., Bombay. broken up 1909
STAR OF ALBION — I Ship 1025 Corry & Co., Belfast. wrecked on Long Sand, Calcutta 25 Sept. 1886, arriving from Cardiff
STAR OF SCOTIA — I Ship 999 Corry & Co., Belfast. wrecked on Bull Point, Falklands, 27 June 1887. Intact stern of iron sailing vessel lying there in 1976 may be her. It is referred to locally as the CRAIGIE LEA, ex-ELLA (Stockton 1864), but that vessel only had one bulkhead. STAR OF SCOTIA had three, and the wreck has one beneath the forward end of the aft accommodations. The single bulkhead in CRAIGIE LEA would have to be the forward collision bulkhead.
VOLADOR — I Bgn. 174 G. Lomer, Belfast.

Greendon, Drogheda

JAMES DUCKETT — I Sch. 231 Duckett & Co., Preston.

Walpole, Webb & Bewley, Dublin

CALDBECK — I Ship 761 Nicholson & Son, Liverpool. wrecked on Praia Grande, Brazil 29 June 1894, Shields to Santos

Walpole, Webb & Bewley, Dublin (Cont.)
KNIGHT COMMANDER I Ship 1435 Carlyle & Co., Liverpool.

Cork Shipbuilding Co., Cork
MOORESFORT I Ship 1184 Moore & Co., Liverpool.

George Robinson & Co., Cork
BRITISH SOVEREIGN I Ship 1345 British Shipowners Co., Liverpool

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SAILING SHIP NEWS

HERITAGE - Wood two-masted schooner, 94.5 feet in length, no engines. Launched 16 April 1983 at the North End Shipyard, Rockland, Maine. Designed, on traditional coaster lines, to carry passengers on one week cruises out of Rockland. The designers, builders and owners are Doug and Linda Lee and John Foss, who previously rebuilt the schooners ISAAC H. EVANS, LEWIS R. FRENCH and J. & E. RIGGIN for the same trade.

RICKMER RICKMERS, ex-SANTO ANDRE, ex-SAGRES, ex-FLORES, ex-MAX, ex-RICKMER RICKMERS - Steel bark, ex-full-rigged ship (blt. Bremerhaven, Germany 1896, 1980 T.) Arrived in Hamburg, Germany 7 May 1983, in tow of the seagoing tug BALTIC. She is to be restored there, apparently to serve as a museum. Originally built to carry cargo, she served from 1924 to 1962 as a training ship for the Portuguese Navy. Since the latter year she has been laid up at the Naval Base at Alfeite, across the Tagus from Lisbon. When visited there by the editor in April 1982, she had not been used for any purpose for a number of years, and was in a generally dilapidated condition. The rig had been reduced to the lowermasts, though it all seemed to be stored on board, heaped about the decks. On deck, she appeared to have been little altered for use as a training ship, aside from large skylights mounted on the original cargo hatches, and an enlarged boat skid arrangement over the forward deckhouse. The organization that brought the RICKMER RICKMERS back to Hamburg had been investigating the possibility of raising the iron bark PLUS (blt. Hamburg 1885, 1254 T.), which has been lying sunk off Mariehamn, Finland since 14 December 1933. The wreck is apparently in fairly good condition. There is apparently some talk of proceeding with that project, and giving Hamburg two restored sailing vessels.

SEA CLOUD, ex-ANTARNA, ex-PATRIA, ex-ANGELITA, ex-SEA CLOUD, ex-HUSSAR - Steel four-masted bark (blt. Kiel, Germany 1931, 2323 T.) The Editor had an opportunity to cross the Atlantic in this vessel, in April of this year; departing from St. John, Antigua on the 2nd, calling at Hamilton, Bermuda on the 7th, and arriving at Cadiz, Spain on the 22nd. The ship appears to be in excellent condition. She is now fitted to carry over 70 passengers, usually on one-week cruises, in the West Indies from November to April, and in the Mediterranean the rest of the year. After a partial dismasting in the Mediterranean last summer, she was given back her main skysail, which she had been lacking since the last refit. On 20 April, we briefly sailed in company with the Polish full-rigged ship DAR MLODZIEZY (Supplement 8, page 6), which was bound for the Canary Islands.

FALKLAND ISLANDS REPORT

JHELUM (Cont.)

The frames in the tweendeck area are ventilated by 7½ in. wide horizontal slots, midway between the maindeck and tweendeck beams, rounded off at the ends, and ex-

tending from approximately 1 in. aft of each hanging knee, to approximately 9 in. forward of the next one. The rim of each slot is finished off with a 5/8 in. round bead, as are the edges of any non-flush ceiling planks. There is a similar slot in the lower hold, two ceiling planks below the beams, but it is only 2-3 in. wide. The ceiling planks in the tweendeck, beginning at the underside of the maindeck beams, measure 4 in. x 10¼ in., 3½ in. x 9 in., 2½ in. x 6 3/4 in., 2½ in. x 17 3/4 in., 2½ in. x 8 3/4 in., 3½ in. x 9 3/4 in., and 5 3/4 in. x 9 3/4 in. The first two ceiling planks in the lower hold, beginning at the underside of the tweendeck beams, measure 5 3/4 in. x 11½ in. and 4 in. x 10 in.

LADY ELIZABETH

HISTORY: Iron bark, 1208 tons, 223 feet in length, breadth 35 feet, depth 21.4 feet. Built by R. Thompson, Jr. at Sunderland, England in 1879. Owned by J. Wilson, London 1879-1884, G. C. Karran, Castletown, Isle of Man 1884-1906, and L. Lydersen, Tvedestrand, Norway 1906-1913. She sailed from Vancouver 5 December 1912 with a cargo of lumber, bound for Lourenco Marques. After sustaining damage off Cape Horn, and losing four crewmembers, she struck rocks off Volunteer Reef, Falkland Islands on 12 March 1913. She put into Port Stanley with her keel, ". . . set up and broken 6 feet; hole in bottom 1 ft. in length. Divers cannot repair; cement keeping vessel afloat." She was subsequently condemned, and put to use as an anchored storage hulk in Stanley Harbor. On 17 February 1936, she was grounded in the shallows at the east end of the Harbor and abandoned.

DESCRIPTION: This is by far the best-preserved sailing ship in the Falklands. She sits high out of the water, with a list to port. The sand has built up on her lee (starboard) side until one can almost wade out at low tide. The hull is intact, the planked decks are sound enough to walk on in most areas, and the bowsprit, and the three lowermasts, are still standing. The main yard is still crossed, presumably all she had as a storage hulk. The iron spike bowsprit is still fitted with cheek blocks, rigging screws, bullseyes, and deadeyes for setting up stays. It was not fitted with jackstays. Fittings surviving on the foc'sle head are; remains of the pinrail for headsail downhauls; chocks; bitts; fish davits with blocks; catheads (timber inside iron shells), with tripping gear and three sheaves near the outer end; railing stanchions; a hatch with low wood coaming; and an iron capstan. The foc'sle head is full height, 21 feet in length, fully plated-in at its aft end, There are three doors in this bulkhead, two to starboard and one to port, of iron, with round arched tops. Under the foc'sle head is an iron windlass, and remains of wooden racks for barrels. The bowsprit beds against a canted iron plate buttressed by two triangular iron plates. The anchor cables pass through pipes in the bulkhead, alongside the forward hatch, and down chainpipes between that hatch and the foremast. Other features surviving on the maindeck are; the three cargo hatches; an iron, hand-operated cargo winch, now lying between the foremast and the deckhouse; the foc'sle deckhouse, with boatskids, a reel for mooring wires on the roof, and iron ladders to the roof on either side near the forward end; an iron capstan abaft the mainmast; deck flanges for the pumps; iron bases for the fiferails; the wooden framework for a windmill pump forward of the mizen hatch; and mooring bitts decorated with eight-pointed stars. The windmill was presumably added in the Falklands because the ship could not be drydocked to fully correct the grounding damage.

The full poop is 36 feet in length. There are small extensions at either side, to accommodate a head, to starboard, and a storeroom. Built into these extensions are half-spiral stairways to the deck above, emerging at that deck through openings in the form of quarter circles. The stair treads and risers are wood. Surviving features on the poop are; the steering gear, without wheel or wheelbox; remains of the taffrail, an opening for the saloon skylight; and the outline of a charthouse

in the form of a mortice cut into the deck planking. The galley is at the forward end of the deckhouse, entered from either side by iron "Dutch doors." Remains of bins survive, including an iron coal bin. The crew foc'sle is sheathed with wide horizontal planking on the inside. The wooden double berths built against this have lattices in them,made up of metal strips interwoven at right angles, to support the mattresses. There are smaller petty officer foc'sles at the aft end of the house, entered by doors facing aft. The living quarters under the poop have been largely removed, but the woodwork inside the ship's hull, and forming the overhead, is still there. Remains of molding strips on these surfaces, and on the deck planking, indicate where most of the bulkheads were located. The fore and main shrouds are set up with rigging screws. The mizzen rigging, which has been cut away, was set up with deadeyes and lanyards. There is a large, rather plain wooden billethead, which appears in photos of the vessel when she was sailing under the Norwegian flag.

There has been talk of someday refloating this ship, and moving her to a berth near the center of the town of Stanley, where she would serve as a maritime museum. The iron plating is heavily encrusted with rust scale in most areas, and there are some holes below the waterline, including those made to sink her in this location in 1936. However, there is no evidence of serious structural damage.

MARGARET

HISTORY: Bark, 626 tons. Built at Halifax, Nova Scotia in 1836, and last owned in Liverpool, England. On 24 October 1850, while bound from Liverpool to Valparaiso, she put into Port Stanley, "6 months & 20 days out - 2 months at Horn; leaky & in want of repairs, overloaded with coals." (From vessel arrivals ledger in the Falkland Islands Archives.) In 1853-54 she served as a coaling hulk for the S.S. GREAT BRITAIN, which had been placed on the run between the British Isles and Australia. She was later sunk at the end of the Government Jetty in Port Stanley, where she is now covered by a wharf.

DESCRIPTION: Aside from the first ten feet of the bow, which is largely eroded away, the hull survives to just above the tweendeck beams. These beams measure 12 in. x 12 in., and are supported by iron hanging knees, and joined by timber lodging knees; except for two sets of iron lodging knees about one fourth of the length aft of the stem. The beams are also supported by timber centerline stanchions in the lower hold, rectangular in section fore and aft, 2½ in. x 13 in. The third beam forward of the sternpost measures 12 in. x 14 in. and is in two parts, with a vertical scarf running from lodging knee to lodging knee, fastened with five sets of 1 in. diameter iron bolts. Some of the sternpost survives, spanned by timber filling transoms. A sampling of frames amidships gave dimensions of 7 3/4 in. by 9 in. to 10½ in., with spaces between ranging from 1 3/4 in. to 3¼ in.

SNOW SQUALL

HISTORY: Full-rigged ship, 157 feet in length. Built by Samuel Butler at Cape Elizabeth, Maine in 1851, and owned by Charles R. Green of New York. She was an extreme clipper ship employed in the trade with China, Australia and San Francisco. Her twenty-eight day passage from New York to Rio de Janeiro is probably the record. She sailed from New York on 2 January 1864, bound for San Francisco, but grounded in the Le Maire Straits east of Tierra del Fuego on 26 February, and put back to Port Stanley leaking, with her rudder damaged. She was condemned, and soon after sunk to form part of a jetty in front of the headquarters of the Falkland Islands Company.

SNOW SQUALL is the only grounded sailing ship at Port Stanley that does not lie on a virtual even keel. Her portside is toward the shore, and she lies heeled in that direction around thirty degrees from the vertical. By 1976, the forward half of the ship had been cut down to just above the lower deck beams. Aft of amidships, the hull remains dwindled rapidly, until the aft end of the keel could only be located, tentatively, by probing through kelp and mud. However, due to the heel, a portion of the portside survived under the wharf, up to the maindeck waterways, with remains of chainplates for the main rigging. The surviving lower deck beams forward still had attached to them remains of the lower end of the pawl bitt, and of the forward hatch and foremast partners. The aftermost surviving deck beams were embedded in a pile of debris dumped through a gap in the wharf.

The bow was already very weak in 1976. Planks had been lost from the starboard side at the water, and the whole structure could be felt to move when struck by waves. By 1981 more planks were gone from both sides, and the pawl bitt remnant had dissappeared. In spite of its fragility, the stem was being used as a mooring for the headlines of a steel oil barge. The bow seems to have survived the War, but soon afterward the oil barge either pulled out the stempost or slammed into the bow causing it to come apart. A group from the state of Maine visited Port Stanley to examine the SNOW SQUALL in early 1982, shortly before the War, led by Nicholas Dean and Fred Yalouris. Both Dean and Yalouris returned to Port Stanley, with a larger team, after the damage to the bow. They found the stem lying on the bottom where it had fallen, and other parts of the bow washed ashore some distance away. All the pieces were retrieved, and more of the bow, clearly in danger of washing away, was removed. A portion of this material was then loaded into a freight container for shipment to Maine, where it has since arrived. Before leaving Port Stanley, the team attempted to strengthen what remains of the bow to prevent further loss. The following information is based on examination of the ship before the damage to the bow.

SNOW SQUALL was built with timber lodging knees, and timber hanging knees, except in the extreme bow (no evidence survives for the stern). Beginning with the lower deck beam abaft the pawl bitt, the beams are supported by iron hanging knees; 42 in. long on the beam, and 37 in. long on the ceiling. The beams are 12 in. wide by 11 in. deep, and spaced approx. 4 ft. 8 in. apart. They are supported in the center by rectangular timber hold pillars 10 in. wide by 8 in. fore and aft. On each side, the pillars are attached to the underside of the beams by iron angles 4 in. wide; 15 in. long on the pillar and 13 3/4 in. long on the beam. The lodging knees are 9 in. in width. The ceiling planking is 6 in. thick immediately beneath the beams, and 4 3/4 in. thick further down. The frames measure around 8 in. by 8 in. The outer planking is 4 in. thick. There is much evidence of coppering directly on the planking.

WILLIAM SHAND

HISTORY: Bark, 501 tons. Built at Greenock, Scotland in 1839. Owned by Russell & Co. On a voyage from Liverpool to Valparaiso in 1859, she put into Port Stanley from February 1st to 17th, for water and to repair a tank. She returned on March 16 and was condemned and hulked. She was grounded alongside SNOW SQUALL in 1872. Around the late 1950's, the forward part of the hull was cut down to below the level of the wharf.

DESCRIPTION: Aside from a fragment of the stem and port bow, which extends up to the location of the hawsepipe, the hull has been cut down to just above the lower deck beams. What survives appears to be fairly solid, except for the stern, which is badly deteriorated.

The tweendeck beams measure from 12 to 13½ in. wide, and from 12 to 13 in. deep. There is a total of seventeen, all of which survive, though the two aftermost have dropped out of position. The beams are supported by iron hanging knees, which angle toward the bow in the forward half of the vessel, and toward the stern in the after half. The space between the beams is spanned at each side by iron staple knees, with the exception of the forwardmost and aftermost positions, where timber lodging knees are substituted. The centerline pillars supporting the beams are rectangular in section; 5 in. in width by 8 in. fore and aft. Both the breast hooks forward, and the filling transoms aft, are timber. The frames are 8 in. thick, and vary in width, in a sampling taken amidships, from 8½ in. to 9½ in. The space between frames ranges from 2½ in. to almost 6 in. Outer planking in the bluff bow is slotted vertically to facilitate bending. Planks are solid at the stem rabbet, with slots beginning a short distance from the stem and running for the remainder of their length.

This completes the report on major sailing vessels lying at Port Stanley. Ships lying elsewhere in the Falklands will be described in a future supplement. A total of ten wooden deepwater sailing ships were examined; three American, SNOW SQUALL (1851), CHARLES COOPER (1856) and ST. MARY (1890); three Canadian, MARGARET (1836), ACTAEON (1838) and EGERIA (1859); and four British, WILLIAM SHAND (1839), VICAR OF BRAY (1841), JHELUM (1849) and CAPRICORN (1859). Based on these ten vessels, the following observations may be made:

-All the British ships had iron hanging knees and iron lodging knees, except in the extreme bow and stern; where they had timber lodging knees.

-All the American ships had timber hanging knees and timber lodging knees, except SNOW SQUALL, which had iron hanging knees in the bow and may have had them aft.

-All the Canadian ships had iron hanging knees and timber lodging knees.

-All the British ships, except WILLIAM SHAND, had iron centerline pillars.

-All the American and Canadian ships had timber centerline pillars.

-None of the ships had paired frames in the areas examined; amidships above the turn of the bilge. (CAPRICORN does not survive in this area.)

-Some of the British and Canadian ships had been sheathed with wood before being coppered to the load waterline. None of the American ships had wood sheathing.

-The treenails in American ships were split and wedged. Treenails in British and Canadian ships were split and caulked; with the splits making patterns of crosses, triangles or squares.

-All the surviving transoms (in CHARLES COOPER, JHELUM and EGERIA) had only two square windows, one on either side of the rudder post. This is also true of the EDWIN FOX (1853), lying at Picton, New Zealand.

OTHER VESSELS LAID UP, OR ABANDONED, IN PORT STANLEY (1981):

-AFTERGLOW - Wooden fishing vessel; built at Lowestoft, England in 1918. Sealing patrol. Gutted hull lies beached beyond east end of Town.
-GAMBLER - Wooden inter-island schooner. Mastless and waterlogged, outboard of FLEETWING.
-GENTOO - British fishing vessel. Anchored off Government jetty.
-GOLDEN CHANCE - Wooden fishing vessel; built at Lowestoft, England in 1914. Sealer. Beached, intact but dilapidated, including steam engine, in SE corner of Harbor.
-PENGUIN - Wooden inter-island schooner. Laid up alongside GOLDEN CHANCE.
-PHILOMEL - Wooden fishing vessel acquired in 1948 for Government use. Burned 1967. Wreckage lies on NW shore of Harbor.
-PLYM - Steel steam launch; built at Plymouth, England in 1903. Skeletal hull lies beached at east end of Harbor.
-SAMSON - Iron or steel steam tug; built at Hull, England in 1888. Engineless hull lies on NE shore of Harbor.
-WEDDELL - Wooden inter-island schooner; built in southern Chile. Anchored near stern of CHARLES COOPER.

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1863

Compiled by the Editor

Marshall Brothers, Newcastle

PEEP O'DAY — I Bark 491 E. Gourley, Sunderland.
1883 PUCK — F. Laeisz, Hamburg. Hulked at Miokko, Bismark Islands 1901

Palmer Brothers, Newcastle

ROYAL ALICE — I Ship 1251
1899 FRAM

Richardson, Newcastle

DELHI — I Ship 675 Holmes & Co., London.

J. Rogerson & Co., Newcastle

ATLANTIC — I Bark 416 Petrolium Trading Co. Ltd., London.
GREAT WESTERN — I Bark 416 Petrolium Trading Co.,Ltd., London.
ODULIA
LUISE

Palmer Brothers, Jarrow

HINDOSTAN — I Bark 1287 burned Aug. 1895, Leith to Rio
SURAT — I Ship 1000 Shalcross & Co., Liverpool.
wrecked S. of Dunedin, N.Z. 1 Jan. 1874, arr. from London

T. & W. Smith, North Shields

LANCASHIRE — I Ship 1177 Boult & Co., Liverpool.

James Laing, Sunderland

ALBERT WILLIAM — I Bark 505 Wilson & Co., Liverpool.
1889 ELSE (German barkentine) wrecked at Hamelin, W. Australia Aug. 1900.
Melbourne wool lighter. grounded off Williamstown c. 1955
BOTANIST — I Ship 1160 T. & J. Harrison, Liverpool.
1881 PAPOSO — H. C. J. Folsch, Hamburg. sunk in collision with SS CREMLINGTON at Gluckstadt Oct. 1883, Iquique to Hamburg
MARTHA JACKSON — I Bark 502 Hargrove & Co., Liverpool.
BRABANT
MAN-ZU

T. R. Oswald, Sunderland

ABLE SEAMAN — I Ship 698
DOLBADERN CASTLE — I Ship 989 London. hulked at Delagoa Bay Nov. 1896
ESK — I Bark 497 Currie & Co., Liverpool.
JESSIE JAMIESON — I Bark 504 Hargrove & Co., Liverpool.
CAPELLA — went missing 14 Jan. 1892, Tyne to Valparaiso
SATTARA — I Ship 939 M. I. Wilson, Liverpool.

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Pile, Hay & Co., Sunderland

BERAR — I Ship 902 G. D. Tyser, London.
wrecked nr. Seaton 7 Oct. 1896, Borga to Seville

BETH SHAN — I Ship 663 W. Brass, London.

HIMALAYA — I Ship 1027 G. Tyser, London.

1909 STAR OF PERU — Alaska Packers of San Francisco

1926 BOUGAINVILLE — Hulked in New Caledonia 1926. Some remains reported 1972

SANTON — I Bark 511

TREVELYAN — I Ship 1042 G. D. Tyser, London. Foundered in 1889

Pile Jr., Sunderland

CANADA — I Ship 598

T. R. Oswald, Pallion

JESSIE STOWE — I Bark 503 Hargrove & Co., Liverpool.

LE VAUCLIN

THOMAS S. STOWE — I Bark 498 Hargrove & Co., Liverpool. wrecked 10 June 1902 S. Africa

ATBARA

Pile, Spence & Co., West Hartlepool

COSSIPORE — I Ship 1226 MacKinnon, Liverpool. Foundered c. 1869

DINAPORE — I Ship 1047 MacKinnon, Liverpool.

JOHN BELLAMY — I Ship 1274 Stuart & Co., Liverpool.
Wrecked nr. Rangoon 28 April 1869

MIRZAPORE — I Ship 1186 MacKinnon, Liverpool.

NAPIER — I Bark 569 Park Brothers, London.

LA FRANCE — D. Ancel & fils, Le Havre.

VICTORIA — wrecked nr. Mona Island 1 Nov. 1891

RATHFERN — I Ship 1299 Perrie & Co., Belfast.

VICTORIA CROSS — I Ship 1262 Coupland Brothers, Liverpool.

AUGUSTE

M. Pearse & Co., Stockton

EDEN — I Bark 493 Steel & Co., Liverpool.
converted to schooner at Libau 1902. broken up Mar. 1906

ROYAL VICTORIA — I Ship 1445
abandoned 18 Jan. 1864, Sunderland to Calcutta

SCINDIA — I Ship 894 Bushby & Co., Workington.

Richardson, Duck & Co., Stockton

CITY OF SYDNEY — I Ship 1181 Baines & Co., Liverpool.

UNICORN — I Bark 403 Gillespy & Co., London.

DALERNE

Backhouse & Dixon, Middlesborough

MARY SCOTT — I Ship 1175

1864 LYDIA WILLIAMS — M. Williams, Liverpool.

1870 TETHYS — abandoned 1874

Earle, Hull

ELLA BRUCE — I Bark 202 wrecked in St. Lawrence 19 July 1868

GINE — I Brig 224 T. Bagker, Hamburg.

Samuelson, Hull

COUNTESS OF RIPON — I Ship 1209 wrecked c. 1865

KEPPLER — I Ship 666 Sloman & Co., Hamburg. lost 1866

Samuelson, Hull (cont.)

KNIGHT TEMPLAR — I Ship 1071 Carlyle & Co., Liverpool. wrecked c. 1864
LIGHTNING — I Ship 1248 Kendall Brothers, Liverpool.
SCIMITAR — I Ship 1188 Finlay & Co., London.
1875 RANGITIKI — New Zealand Shipping Co., Lyttleton.
1898 DALSTON
PAUL BOUKET (hulk) hulked at New Caledonia 1909. used in Australia during World War I, and after War returned to New Caledonia
THUNDERBOLT — I Bark 1193 Oriental Shipowners Assoc. of Bombay, London. wrecked on Boavista 3 Nov. 1893, Shields to Port Nolloth

J. & W. Dudgeon, London

APELLES — I Ship 988 Willis & Co., Liverpool.
1881 BARUNGA — Trinder, Anderson & Co., London. abandoned 28 Jan. 1899, Ship Island to Dieppe
COYA — I Bark 515 Willis & Co., Liverpool. wrecked on Pescadores 24 Nov. 1869

Lewis, London

FRED — I Sch. 50 Anglo African Co., London.
WEST HARTLEY NO. 1 — I Sch. 69 R. Whitaker, Sydney.
WEST HARTLEY NO. 2 — I Sch. 69 R. Whitaker, Sydney.

Lungley, London

BROCKHAM — I Ship 1048 Phillipps & Co., London.

Millwall Iron Works, London

MILLWALL — I Ship 1175 Moore & Co., Liverpool. hulked at Delagoa Bay April 1897

J. & G. Rennie, London

JOHN RENNIE — I Bark 848 Just & Co., London. abandoned off Cape Horn 4 Aug. 1892, Shields to Valparaiso

Westwood, London

MERLE — I Bark 281 Scrutten Sons & Co., London.

J. M. Hyde & Co., Bristol

WILLIAM WILSON — I Bark 312 J. Davidson, Whitehaven.

Roodee Iron Shipbuilding Co., Chester

NORTH EAST — I Ship 997
ROODEE — I Ship 1036 J. Beazley, Liverpool.

G. R. Clover & Co., Birkenhead

RUTLANDSHIRE — I Ship 1057 Boult & Co., Liverpool.
BASS ROCK — broken up in Italy 1910

Garston Shipbuilding Co., Garston

FIRST LANCASHIRE — I Brig 210 J. Barry, Liverpool.
1864 ADA — Klinginder, Liverpool.

Hart, Liverpool

STALWART — I Ship 1221 Finlay & Co., Liverpool. lost c. 1866
STRONGBOW — I Ship 1227 Finlay & Co., Liverpool.

Jones, Quiggin & Co., Liverpool

DERBYSHIRE I Ship 1163 Boult & Co., Liverpool.
abandoned 1 May 1893 off Cape Horn, Talcahuano to Falmouth

EVELYN I Ship 1179 Curry & Co., Liverpool.
went missing 19 Sept. 1893, Newcastle, NSW to Lyttleton

FORMBY STEEL Ship 1271
went missing 10 July 1868, Bassein to Liverpool

HELEN SCOTT I Ship 1118 Copland Brothers, Liverpool.
sunk in colision off Cape Horn 10 Oct. 1895, Taltal to U.K.

ULCOATS I Ship 671 Wilson & Co., Liverpool.
went missing 1874, Tyne to Chile

VICTORIA CROSS I Ship 668 Blythe Brothers, Liverpool.

WATERLOO I Bark 1253 Lemon & Co., Liverpool. lost c. 1864

H. M. Lawrence, Liverpool

IRON DUKE I Ship 1435 Baines & Co., Liverpool.
went missing 5 Sept. 1895, Blyth to Valparaiso

MONMOUTHSHIRE I Ship 1186 Bolt & Co., Liverpool.
wrecked in Tranmore Bay, Ireland 11 Jan. 1894, Cardiff to Santos

Miller, Liverpool

BARINGA I Ship 980 Prowse & Co., Liverpool.

W. H. Potter & Co., Liverpool

BEDFORDSHIRE I Ship 1155 Boult & Co., Liverpool.
1897 PREMIER
1905 JUANITO J. C. Calzado, Montevideo.
went missing 18 Dec. 1912, Mobile to Valencia

EMILY FAITHFULL I Ship 796 Girvin & Co., Liverpool.
1867 IRON QUEEN
1893 H. C. RICHARDS condemned at Cape Town after dismasting July 1905

T. Royden & Son, Liverpool

ROSCOTE I Ship 587 Newton & Co., Liverpool.

SAVOIR FAIRE I Ship 1454 Fletcher & Co., Liverpool.
went missing 19 Sept. 1893, Geelong to Channel

SILVIA I Ship 1401 Moore & Co., Liverpool.

T. Vernon & Son, Liverpool

ANONYMA I Ship 848 Imrie & Co., Liverpool. went missing 1872

CHEVY CHASE I Ship 678 Blythe Brothers, Liverpool. went missing 1887

CHILDWALL ABBEY I Ship 1227 Potter Brothers, Liverpool.

DULEEP SINGH I Ship 1198 Imrie & Co., Liverpool.

HERTFORDSHIRE I Ship 855 Myers, Son & Co., Liverpool.
MARIE ET JEANNE went missing 30 Nov. 1898, Calcutta to Boulogne

LLOYD RAYNER I Ship 1004 Alexander, Liverpool.
1870 ROKEBY HALL L. Young & Co., Liverpool. broken up 1913

MOUNT VERNON I Bark 559 Nelson & Co., Liverpool.
beached nr. Rosario following colision 22 March 1899

NATURALIST I Ship 1165 T. & J. Harrison, Liverpool.
went missing 2 Feb. 1879, out of Calcutta

ROBERT LEES I Ship 1200 Alexander & Co., Liverpool.
ROSCRANA J. H. Worthington & Co., Liverpool.

J. H. Machern, Preston

CECILIA I Bark 605 lost 1882
HARMSTON I Brig 204 J. B. Clark, Liverpool.

R. Williamson & Son, Harrington

CRIFFEL I Bark 509 Hay & Co., Maryport.
IRIS
SANCTA BEGA I Bark 475 Mawson & Co., Liverpool.
GUAYMAS

Gibson & Co., Ramsey, Isle of Man

EUTERPE I Ship 1197 Wakefield & Co., Liverpool.
1906 STAR OF INDIA Alaska Packers of San Francisco
exhibit at San Diego, Calif. since 1927
RAMSEY I Ship 809 Wakefield & Co., Liverpool.
wrecked on Coast of Australia 31 Oct. 1883, Brisbane to London

R. Steele & Co., Greenock

WAVERLEY I Ship 1000 Williamson, Liverpool.

Hill, Port Glasgow

SOUTH EASTER I Bark 303 Jamieson & Co., Glasgow.
VICTORY I Ship 1199 Potter & Co., Glasgow.

J. Reid & Co., Port Glasgow

HINDOSTAN I Ship 833 D. & J. McDonald, Liverpool.
1873 WAITARA New Zealand Shipping Co., London.
sunk in colision with HURUNUI in English Channel 22 June '83
JESSICA I Bark 546 Bowring & Co., Liverpool. abandoned 1883
MERWANJEE FRAMJEE I Ship 1079 Johnston & Co., Liverpool.
OPHELIA I Ship 1184 Bowring & Co., Liverpool. broken up 1914

Barclay, Curle & Co., Glasgow

CITY OF AMOY I Ship 994 Smith & Sons, Glasgow.
AMOY
MONTROSE I Bark 1022 Cowie & Co., Liverpool.
1888 MONTROSA H. P. Breckwoldt Jr., Hamburg. broken up at Bruges 1929
NAGPORE I Ship 1198 W. Rome, Liverpool.
wrecked on English Bank, River Plate 26 May 1907, Mobile to Buenos Aires

C. Connell & Co., Glasgow

CITY OF BRUSSELS I Ship 990 Smith & Sons, Glasgow.
BRUSSELS hulked at Burutu July 1904
COUNTY OF AYR I Ship 499 R. & J. Craig, Glasgow.
wrecked on Danger Reef, Otago 20 Oct. 1905, Port Chalmers to Lyttleton
COUNTY OF LANARK I Ship 498 R. & J. Craig, Glasgow.
LOCHLEVEN CASTLE I Ship 602 Skinner & Co., Glasgow.
abandoned in S. Pacific 6 Oct. 1879
ROSLIN CASTLE I Ship 644 Skinner & Co., Glasgow
1889 TAHITI
LE MARIN broken up June 1909

J. & G. Lawrie, Glasgow

EDINBURGH CASTLE I Ship 627 Skinner & Co., Glasgow.
wrecked at Warrnambool, Australia 21 Jan. 1889

R. Napier & Sons, Glasgow

PEMBROKE CASTLE — I Ship 1222 Currie & Co., Liverpool.
1884 GLASGOW — abandoned off Scillies 25 Dec. 1893, Carrizal-Middlesborough
ROSLIN CASTLE — I Ship 1190 Currie & Co., Liverpool.
1884 LONDON — wrecked at Key West 29 Dec. 1892, Pensacola to Rio
STIRLING CASTLE — I Ship 1165 Currie & Co., Liverpool.
WARWICK CASTLE — I Bark 1167 Currie & Co., Liverpool.
1905 CIMBRIA — P. L. Vva. Shiaffino, Genoa. broken up Jan. 1911

Smith & Rodger, Glasgow

AGAMEMNON — I Ship 1587 W. Dixon, Liverpool.
lost in colision in Hooghly River 22 April 1868
REMINGTON — I Ship 999 Cowie & Co., Liverpool.
MARTHA

A. Stephen & Sons, Glasgow

BOTHWELL CASTLE — I Ship 592 Skinner & Co., Glasgow.
wrecked on Ngarik Island, Carolines 21 Dec. 1884
CITY OF CASHMERE — I Ship 980 Smith & Son, Glasgow.
wrecked at Timaru, N.Z. 14 Jan. 1882
GLENCOYN — I Bark 426 Hewitt & Co., Whitehaven.
PEMBROKE CASTLE — I Bark 410 Simpson & Co., Swansea.
SEVERN — I Ship 856 Lidgett & Sons, London. abandoned c. 1865
WOOSUNG — I Bark 778 Boadle & Co., Liverpool.
wrecked at Hapai 3 Jan. 1896, refloated and condemned.
hulk at Suva. broken up 1926
ZIRCON — I Bgn. 187 Graham, Liverpool.

Morton, Leith

BOLINGBROKE — I Ship 1259 Young & Co., Liverpool.
wrecked in Hooghly River 28 April 1869

Harland & Wolff, Belfast

ALEXANDRA — I Ship 1352 T. & J. Brocklebank, Liverpool.
1898 VIGO — condemned after fire 9 Sept. 1904
OLANO — I Bark 445 Olano & Co., Belfast.
wrecked off Staten Island 3 June 1884
PALESTINE — I Bark 608 W. H. Tindall, Scarborough.
STAR OF DENMARK — I Ship 998 Corry & Co., Belfast. wrecked Sept. 1890
VICTORIA NYANZA — I Bark 1022 Prowse & Co., Liverpool.
wrecked on Serrano Is. 30 Dec. 1894, Antafagasta to Iquique

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1862

Compiled by the Editor

Leslie, Newcastle

MAGGIE LESLIE — I Bark 468 Leslie & Co., Newcastle.
1876 IRMA
1881 PAQUITA — wrecked Nov. 1903

Palmer Brothers, Newcastle

IRON CROWN — I Ship 995 Shalcross & Co., Liverpool.

Rogerson, Newcastle

SEMIRAMIS — I Bark 331 Cottew & Co., Shields.

Wigham, Richardson & Co., Newcastle

EDINBURGH I Bark 698 T. Aggs & Co., London.
1868 GUTENBERG Sloman, Hamburg.
wrecked on Ran Island 17 Jan. 1897, New York to Makassar

James Laing, Sunderland

CLAUDINE I Ship 488 Ord & Co., Sunderland.
EMIL JULIUS
ANNA SOFIA LOS CANELOS lighter at Corral, Chile c. 1960
COLDSTREAM I Ship 545 Friend & Co., Liverpool.
JOHN C. MUNRO I Ship 612 Munro & Co., London.
1893 NORNAN N. C. Corfitzon, Helsingborg.
wrecked at Eastern Fields, New Guinea 1 July 1896, Sydney to Mauritius

Pile, Sunderland

AUNT LIZZIE I Bark 536 T. Scott, Sunderland.
CUBANA I Bark 499 James Hay, London.
hulked at Kingston, Jamaica May 1904
HERRADURA I Bark 499

T. R. Oswald, Pallion

ACAPULCO I Ship 598 Shallcross & Co., Liverpool.
CHANARAL I Bark 589 Shallcross & Co., Liverpool.
went missing 24 Nov. 1897, Leith to Cape Town

Pile, Spence & Co., West Hartlepool

BENGOLLYUN I Ship 1155 MacKinnon, Liverpool.
NOUMEA Mathieu & Co., Nantes.
BENGOLLYUN Foley & Co., London.
MARLBOROUGH I Ship 899 Mills Brothers, Stockton.
1881 IQUIQUE H. Folsch, Hamburg. lost 1883
SCINDE I Ship 679 Holmes & Co., London.
TYTHONUS I Ship 1152 Smurthwaite, Liverpool.

M. Pearse & Co., Stockton

CASTLETON I Bark 499 Saunders, Liverpool.
LIBERTE POUR TOUS G. Lauriol, Nantes.
CASTLETON J. P. Ellis, Port Louis, Mauritius.
ENID I Bark 496 Bushby & Co., Workington.

Richardson, Duck & Co., Stockton

CORDOVA I Bark 521 Sproule & Co., Liverpool.
PUNJAUB I Ship 883 Holmes & Co., London.

Richardson, Duck & Co., Middlesborough

JUMNA I Ship 800 Beazley, Liverpool.
A. THIERS A. Postel & Sons, Cherbourg.

Lungley, London

REIGATE I Ship 1032 Phillipps & Co., London.

Sandys, Hayle

PENAIR I Sch. 210 Sandys & Co., Hayle.

Roodee I. C., Chester

ROBINSON CRUSOE I Ship 1164 J. Beazley, Liverpool.

Jones, Quiggin & Co., Liverpool

AMINTA I Ship 1132 Moore & Co., Liverpool.
went missing 22 Aug. 1892, Blyth to Iquique

SEAFORTH I Ship 1190 Lemon & Co., Liverpool.
1895 EMMA PARKER broken up in Italy 1910

STAFFORDSHIRE I Ship 1173 Boult & Co., Liverpool.
1889 MIMI

H. M. Lawrence & Co., Liverpool

BELLISSIMA I Bark 432 Whittle & Co., Liverpool.

BIANCA I Ship 1387 Moore & Co., Liverpool.
abandoned nr. Cape Horn 18 Oct. 1899, Liverpool to Callao

HALTON CASTLE I Bark 478 Blythe Brothers, Liverpool.

ITATA I Bark 538 J. Steel, Liverpool. lost December 1867

W. C. Miller, Liverpool

AREQUIPA I Bark 490 W. & J. Tyrer, Liverpool.

ARICA I Bark 480 W. & J. Tyrer, Liverpool. abandoned 1901

MERCARA I Bark 395 T. M. Goldstone, Liverpool.

T. Vernon & Son, Liverpool

CORNWALLIS I Ship 1214 Young & Co., Liverpool.

JAMES CROSSFIELD I Ship 979 Potter Brothers, Liverpool.
wrecked off Isle of Man 5 Jan. 1867

KENYON I Ship 1199 Potter Brothers, Liverpool.
ANDROMEDA (bkn) C. Nelson Co.

PASITHEA I Bark 587 E. Preston, Liverpool.
LOHENGRIN C. M. Matzen, Hamburg. MAX broken up 1900

SANTA ROSA I Bark 728 B. Nicholson, Liverpool.
ROSE ELIANE
1898 INES D. hulked 1901 at Lourenco Marques

TAMAYA I Bark 570 Imrie & Co., Liverpool. Mt. Pelee eruption

VIGIL I Ship 550 Potter Brothers, Liverpool. May 1902
1899 ALDGATE hulked c. 1902. lying beached nr. Beira 1938

WARWICKSHIRE I Ship 679 Myers Sons & Co., Liverpool.
1893 VENUS Rodrigues & Roza, Lisbon.
wrecked off Skomer Is. 8 Oct. 1896, Cardiff to Lisbon

Williamson, Harrington

ANN GAMBLES I Bark 465 J. Gambles, Workington.
sank off Bluff, N. Z. 16 May 1878, arriving from Gravesend

R. Steele & Co., Greenock

KING ARTHUR I Ship 699 John MacCunn, Greenock. lost on maiden voy.

SILVERCRAIG I Bark 502 Saunders & Co., Liverpool.
MARIANNE
ELBE
BERTHA wrecked on Fox Point, E. Falkland 12 Oct. 1892

Hill, Port Glasgow

NELSON I Ship 1333 Potter & Co., Glasgow. abandoned c. 1882

John Reid & Co., Port Glasgow

EURYNOME — I Ship 1163 J. Heap, Liverpool.

GLENHUNTLY — I Ship 547 Johnston & Co., Liverpool. abandoned off Tristan d'Acunha 4 June 1898, New York to Fremantle

HELEN NICHOLSON — I Ship 717 Nicholson & Co., Liverpool. wrecked in Sunda Straits 7 April 1870

PORTLAND — I Ship 872 Temperleys & Co., London.

THOMAS BELL — I Ship 838 Chism & Co., Liverpool.

HAWESWATER — wrecked on Forlorn Rock, Kilmore 7 Aug. 1898, Port Natal to Liverpool

Barclay, Curle & Co., Glasgow

CITY OF NINGPO — I Ship 986 Smith & Son, Glasgow.

KINLOSS

GUSTAVO ADOLFO

VALHAL

FLEUR DE LIS — I Ship 995 Cowie & Co., Liverpool.

Charles Connell, Glasgow

CITY OF PARIS — I Ship 990 Smith & Con, Glasgow.

KIANDRA — went missing April 1902, out of Philadelphia

Randolph, Glasgow

EMERALD — I Sch. 95 P. Ternan, Drogheda.

Smith & Rodger, Glasgow

HANNIBAL — I Ship 1198 W. Dixon, Liverpool.

1893 ADOLF TIDEMAND — T. Fredriksen, Mandal. went missing 17 Nov. 1908, Rotterdam to Genoa

Stephen, Glasgow

BELLE OF THE MERSEY — I Brig 176 G. Eastee, Liverpool.

BLACK WATCH — I Bark 491 Lenox & Co., London.

CITY OF BOMBAY — I Ship 991 Smith & Son, Glasgow.

BOMBAY

NORDEN — wrecked at St. Pierre, Seychelles 1 March 1907

Gourley, Dundee

ARAUCO — I Ship 604 Balfour & Co., Liverpool.

HALNAKER — wrecked off Pugaleg, Mackenzie Group 27 June 1895, Ponape to Yap

Harland & Wolff, Belfast

RECIFE — I Bark 465 J. Napier, Liverpool.

CAROLINA

PAULINE — wrecked at Mayotte around 12 March 1898

STAR OF ERIN — I Ship 949 Corry & Sons, Belfast. wrecked in Foveaux Straits, N.Z. 6 Feb. 1892, Bluff to London

WORRALL — I Bark 483 J. Worrall, Liverpool.

ELSE — J. Svendsen, Sonderho. abandoned Jan. 1894

SQUARE-RIGGED VESSELS BUILT OF IRON OR STEEL IN NORWAY

Compiled by the Editor

1885

Stavanger Stoberi & Dock, Stavanger

PAULUS — I Bark 540 Norske Missionselskab, Stavanger.

1886

Martens, Olsen & Co., Bergen

AUSTRALIA — I Bark 1284 R. F. Olsen, Bergen.
broken up in Italy 1925

1890

Laxevaags, Maskin & Jernskibsbyggeri, Bergen

SKOMVAER — S Bark 1775 J. C. Knudsen, Porsgrund.
broken up at Stavanger 1924

1891

Fevig Jernskibsbyggeri, Arendal

ODD — S Bark 1091 Carl Bech, Tvedestrand.
IMACOS
DELTA

ROBERT SCRAFTON — I Bark 744 Peder Olsen, Arendal.
1924 TRANSOCEAN — hulked at Havana Dec. 1927

SIGNE — S Bark 742 Chr. Moller, Christiania.
1906 WAI-ITI — hulked 1907. sunk in Starvation Bay, nr. Lyttleton, N.Z. 4 Nov. 1935

Christiansand Mek. Verks., Christiansand

CELOX — S Bark 393 G. Olsen, Arendal.

1892

Fevig Jernskibsbyggeri, Arendal

BONOVENTO — S Bark 1340 M. H. Oppen, Laurvig.

RAGNA — S Bark 1072 Chr. Moller, Christiania.
1922 CORUMOC — Compagnie des Rhums Purs, Le Havre.
1925 TRIELEN — M. Potet, Le Havre. broken up in Belgium 1926

SIGRID — S Bark 711 Chr. Moller, Christiania.
1900 BROOKSIDE

VIKING — S Bark 812 Hans H. Pettersen, Arendal.

1893

Fevig Jernsskibsbyggeri, Arendal

EOS — S Bark 1076 Chr. Klocker, Arendal.

LINGARD — S Bark 1039 B. A. Olsen & Sons, Risor.
1916 WATHARA — Wardle & Co., Port Adelaide.
1925 LINGARD — Gustaf Erikson, Mariehamn.
condemned after colision 2 Nov. 1935 with S.S. GERD.
converted to shiplovers' club at Oslo 1936. converted to salvage pontoon c. 1946

Johan Smith's Jernskibsbyggeri, Tvedestrand

LA BELLA — S Bkn. 411 Johan Smith, Tvedestrand.
wrecked at Warnambool, Australia 10 Nov, 1905, arriving from Kiappara, N.Z.

1894
Fevig Jernskibsbyggeri, Arendal
DOROTHY S Bark 363 Oluf, Wingaard, Kristiansand.

Stavanger Stoberi & Dok, Stavanger
REFORM S 4Bkn 593 T. Bryne, Stavanger. (apparently built as
1898 SACHSEN J. E. A. Wimmers & Co., Hamburg. schooner and rerigged
1899 REFORM W. L. Lovitt, Yarmouth, Nova Scotia. in 1899)

1896
Christiansands Mek. Verks., Christiansand
ZEUS S Bark 391 Gunder Olsen, Arendal.
wrecked on Bressay Shoal, Shetlands 20 Jan. 1912

1927
A/S Hoivolds Motor & Mek. Verks., Kristiansand
SORLANDET S Ship 568 Sorlandets Seilende Skoleskibs Inst., Krist.
Aux. engine added 1959-60. Still in service.

1937
Framnaes Mek. Verstad, Sandefjord
CHRISTIAN RADICH aux. S Ship 696 Christiania Schoolship Assoc., Oslo.
Still in service

SQUARE-RIGGED VESSELS BUILT OF IRON OR STEEL IN SWEDEN

Compiled by the Editor

1880
G. F. Cavallin, Sjoberg
FRITHIOF I Bark 575 Cavallin & Sundberg, Sjoberg.
sank after colision with S.S. VALA 10 May 1901, Wismar to Gavle

1881
G. F. Cavallin, Sjoberg
AUGUST I Bark 598 Cavallin & Sundberg, Sjoberg.
1909 ROBERTO G. Francesco Valle, Genoa. sunk by U-boat 24 May 1916

1895
Helsingborgs Varfs Actiebolag, Helsingborg
STELLA S Bkn. C. A. Sylvan, Helsingborg.

1896
Kockums M. V. Aktieb., Malmo
BELIZE S Bkn. 324 C. P. Hulthen, Helsingborg.

1912
Bergsunds M. V. Aktieb., Stockholm
ABRAHAM RYDBERG S Ship 327 Abraham Rydberg Foundation, Stockholm.
1928 SEVEN SEAS Inglis M. Uppercu, New York.
accommodation hulk for U. S. Coast Guard at Key West, Fla. during World War II. Sold by Coast Guard 1946

FALKLAND ISLANDS REPORT (Cont.)

GARLAND

HISTORY: Iron bark, 599 tons, 171 ft. in length, breadth 27.7 ft., depth 17.8 ft. Built by R. & J. Evans & Co., Liverpool, England in 1865, for Johnston & Co., Liverpool. Later owned by J. B. Walmsley & Co., Liverpool. In May 1900, under the Chilean flag, put into Port Stanley with heavy weather damage and was condemned. She had been on a voyage from Hamburg to Talcahuano with coal, coke and sulphuric acid. The acid was also reportedly leaking and damaging the hull. About fifteen years later, she was taken to Goose Green, F. I. to serve as an anchored storage hulk. Soon afterward, she parted her anchor cable in a storm and was driven on the beach across Darwin Harbour from Goose Green, where she has remained ever since.

DESCRIPTION: The hull is intact. The plating is holed in a few places, and appears to be somewhat fragile. There is some serious twisting in the tweendeck area. The bowsprit is missing. The fore lowermast is broken off at the maindeck, and lies propped against the starboard bow. The mainmast is broken off at the same point, and is missing. The wooden mizzenmast is cut off about six inches above the spider band. There is a wooden flagpole in Darwin which may be a mast from this ship. A large iron yard lies on the maindeck, amidships on the portside. A smaller iron yard lies on the poop, well aft on the starboard side. There are fragments of carved wooden trailboards and stern decoration still attached to the hull. A figurehead retrieved from a nearby beach is in the Port Stanley Museum. It is headless, but otherwise in good condition, and depicts a woman in simple dress wearing a long floral garland. There are cathead faces decorating either side of the fireplace in the manager's house in Darwin which may be from this vessel.

The maindeck planking is in poor condition, and unsafe to walk on except where there are beams or tieplates underneath. Much of the deck is overgrown with large clumps of tussock grass. There is a low foc'sle head, 16 feet in length, which is collapsing at its after end. A collar for the bowsprit, mooring chocks, catheads, and one railing stanchion survive. On the maindeck, against the aft end of the foc'sle head, is a large timber windlass. This is intact, even to the long iron hand levers still in their sockets; lacking only the wooden handles. The only other feature missing is the ship's bell, whose bracket in the form of an iron crook mounted on the aft side of the pawl bitt survives. There is a builder's plate on the crosshead on which "Liverpool" is still readable. The location of a head was found against the portside immediately aft of the foc'sle head. There is a hatch aft of the windlass, and aft of this two timber posts which support a geared winch, and anchorages for a double stay from the mainmast. The winch has welps to take the anchor chain, which descends through chainpipes in the deck just forward of the foremast.

Continuing aft; there is the site of a missing deckhouse, another hatch, an iron geared winch, the mainmast partners, pumps of the crosshead type with additional 45° hand lever sockets, ornate wooden fiferails in iron bases, the iron flange for a ventilator offset to starboard, an iron capstan, and a third hatch. The poop is only 12-18 in. in height. From forward it has; the base and corner posts of a wooden skylight, the remains of the mizzenmast, the base of an apparent charthouse, similar remains of a second skylight, and the iron screw-type steering gear. There are iron mooring bitts on either quarter, cast hollow to accomodate small mushroom ventilators. The quarters under the poop are separated from the tweendeck by an iron bulkhead. No partitions remain, but a large amount of woodwork around the inside of the hull survives; including remains of a settee and cabinets right aft, and panelling in what was probably the the captain's stateroom. There is a large lead pipe for a head in the starboard side aft of this panelling. Planking and cargo battens survive in the tweendeck. There is a room in the forepeak at this level, with portholes, and remains of a workbench.

(to be continued)

THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 11, MARCH 1984 EDITOR NORMAN J. BROUWER

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1855-1861
(in reverse chronological order)

1861

Wigham Richardson & Co., Newcastle

AMBROSE I Ship 862 Schilizzi, Liverpool.
1883 WILLOWBANK sunk in collision with S.S. CITY OF BERLIN 12 mi. W. of Portland 22 Dec. 1895, Caleta Buena to U.K.

James Laing, Sunderland

INDIA I Ship 911 Cowie & Co., Liverpool.

T. R. Oswald, Sunderland

IRONSIDE I Ship 898 Temperly & Co., London.
KOTKA
PERA I Ship 1431 Moore & Co., Liverpool.

William Pile, Sunderland

CALDERA I Bark 469 H. Madge, Swansea.
CAPE CITY I Bark 422 H. Ellis, London.
GANGES I Ship 839 Nourse & Co., Greenock. wrecked 14 Oct. 1881

John Pile, West Hartlepool

BRAINTREE I Bark 250 T. & C. Nichols, London.
MARCEL
KING ARTHUR I Ship 1221 Higgin & Co., London.
wrecked in Barmow Bay, Wexford 31 Dec. 1878, Charleston to Liv.
LOCH-NA-GAR I Bark 464 Park Brothers, London.
foundered off Seaham 14 Dec. 1901, Lynn to Tyne

Pile, Spence & Co., West Hartlepool

SAM MENDEL I Ship 1033 J. Copland, Liverpool.
CHARLONUS
HANNA

M. Pearse & Co., Stockton

SCAWFELL I Bark 570 Hargrove & Co., Liverpool.
ELIZA

Lungley, London

MARY LUNGLEY I Bark 397 C. Lungley, London.

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Nathaniel Cox, Chester

GITANA
I Ship 1336 Moore & Co., Liverpool.
aband. off Cape Horn 23 Apr. 1896, Iquique to Hamburg

John Laird, Birkenhead

CYCLOPS
I Ship 882 H. Hoskins, Liverpool. wrecked c. 1866

EDWARD PERCY
I Ship 896 wrecked Nov. 1908

ORIENT
I Ship 974 Clint & Co., Liverpool.

Jones, Quiggin & Co., Liverpool

JANE BLYTHE
I Bark 487 Blythe Brothers, Liverpool.
wrecked nr. N. Truro, Cape Cod, Mass. 26 Dec. 1872.
part of wreck can be seen at low tide

OASIS
I Ship 1117 Fletcher & Co., Liverpool.
wrecked nr. Tramore Bay 13 Jan. 1868

SAN LORENZO
I Bark 490 Gardner & Co., Liverpool.
went missing 12 Jan. 1892, Greenock to Rio de Janeiro

W. C. Miller, Liverpool

EMILY WATERS
I Bark 479 S. Waters, Liverpool.

T. Vernon & Son, Liverpool

BEANN-UAMHA
I Ship 1179 Sinclair & Co., Belfast.

CICERO
I Bark 1150 W. Dixon, Liverpool.
went missing 11 Nov. 1890, Shields to Valparaiso

DUNDONALD
I Ship 591 Nicholson, Liverpool.
wrecked on Cocos Island 7 July 1889

LORD LYNDHURST
I Ship 1187 Farnworth & Co., Liverpool.
aband. off Cape Horn Oct. 1894, Buenos Aires to Valparaiso

Scott & Co., Greenock

TAMERLANE
I Ship 764 J. & W. Stewart, Greenock.
condemned 1897. hulk at Fremantle. scuttled 1926

Simons, Renfrew

DAVID BEGG
I Ship 983 McKinnon & Co., Liverpool.

Barclay, Curle & Co., Glasgow

ORANGE GROVE
I Bark 398 Campbell Jr., Glasgow.
hulk at Melbourne in 1920's

A. Stephen, Glasgow

DUNNIKIER
I Bark 452 Skinner, Glasgow.
foundered at Valparaiso 13 Aug. 1881

ISMAY
I Bark 422 Ismay & Co., Liverpool.

MEXICO
I Bgn. 156 Ismay & Co., Liverpool.

WAVE QUEEN
I Bark 853 J. H. Watt, Glasgow.
sunk in collision off Codling L/S 21 Aug. 1892, London to Glasgow

Gourlay, Dundee

MENDOZA
I Bark 495 Balfour & Co., Liverpool.
wrecked at Vauchin 3 Nov. 1893, Dakar to Jamaica

1860

Smith, Shields

PRUDHOE
I Bark 423 T. Smith, Newcastle.

James Laing, Sunderland

FUSILIER
I Bark 404 Friend & Co., Liverpool.
wrecked S. of Wanganui, N. Z. 16 Jan. 1884, Wellington to Newcastle. hull survives, largely buried in sand dunes, now some distance inland

T. R. Oswald, Pallion, Sunderland

ELIZABETH HARGROVE
I Bark 460 Hargrove & Co., Liverpool. lost c. 1869

JOHN BULL
I Bark 484 Temperlys, London.
1881 MEXICO
Oetling Gebruder, Hamburg.
1899 VALHALLA
wrecked at Tantallon 27 Feb. 1900, London to Dundee

LITTLE EDITH
I Ship 569 J. Spence, Liverpool.

ORIZAVA
I Brig 226 Hargrove & Co., Liverpool.

SHARPSHOOTER
I Bark 533 Beazley & Co., Liverpool.
1867 MADELEINE
1884 SHARPSHOOTER
1900 RUTH
reduced to barkentine 1896. reduced to coal barge at San Francisco 1906. sunk in collision May 1924 at Oakland. refloated and broken up Feb. 1957

Pile, West Hartlepool

CITY OF AGRA
I Ship 1073 Coupland Brothers, Liverpool.

Richardson, Middlesborough

ELLESMERE
I Sch. 170 J. Fleming, London.

Pool, Hayle

RIVIERE
I Sch. 123 Sandys & Co., Hayle.

Cox, Chester

WAYFARER
I Ship 1321 Fletcher & Co., Liverpool.

T. Vernon, Liverpool

SARAH & EMMA
I Ship 1097 Farnworth, Liverpool.
1896 TRENTO
broken up at Genoa Nov. 1905

Scott & Co., Greenock

HENGIST
I Ship 1091 Rathbone Brothers, Liverpool.
wrecked off Dungeness, Straits of Magellan 23 May 1894, Port Howard to Ponta Delgada

HORSA
I Ship 1094 Rathbone Brothers, Liverpool.
wrecked at Bread and Cheese Cove, St. Martins, Scilly 4 April 1893, New Zealand to U.K. towed off but aband. 20 mi. SW of Islands

Barclay, Curle & Co., Glasgow

CITY OF SHANGHAI
I Ship 880 Smith & Son, Glasgow.
1882 NITH
R. Bramwell, Glasgow.
went missing Feb. 1900, Tampa to Sydney

Simons, Glasgow

ROBERT MACKENZIE — I Ship 843 McKinnon & Co., Liverpool.
1871 EMILIE — A. D. Bordes, Bordeaux.
ROBERT MACKENZIE — wrecked off Lemvig 5 Aug. 1903, London to Hernosand

Stephen, Glasgow

CITY OF CALCUTTA — I Ship 984 Smith & Sons, Glasgow.
CALCUTTA — aband. in S. Atlantic 16 Sept. 1895, Huanillos to Lon.
CLYDE — I Ship 1151 Somes Brothers, London.
CLYTHIA — wrecked on N. Carolina coast 22 Jan. 1894, Genoa to Baltimore

Scott, Inverkeithing

LURLINE — I Bark 371 Grant & Co., Liverpool.

Harland & Wolff, Belfast

JANE PORTER — I Ship 953 Corry & Sons, Belfast.
NANNY
TRICHERA — wrecked on Natal Coast 1 June 1905, Bunbury to E. Lon.

(need builders)

SULINA — I Snow 228

1859

Marshall Brothers, Shields

J. L. HALL — I Ship 698 Marshall, Shields.

Laing, Sunderland

OCEAN KING — I Bark 419 Swainston, Sunderland.
SIR JOHN LAWRENCE — I Ship 698 Farnworth, Liverpool.

T. R. Oswald, Sunderland

CARN TUAL — I Bark 497 Sinclair & Co., Belfast.

Pile, Spence & Co., Hartlepool

SUMMER CLOUD — I Ship 698 W. Sabiston, London.
WESER — E. Tobias & Co., Brake.
lost in collision off Cuxhaven 22 Dec. 1900, Hamburg to Hong Kong

WEST AUSTRALIAN — I Bark 607 Park Brothers, Fraserburg.
wrecked at Hapar 3 Jan. 1896, Levuka to Lisbon

Samuelson & Co., Hull

BATES FAMILY — I Ship 2154
aband. 6 Sept. 1880, Newport, Wales to Bombay

C. Lungley & Co., London

EAGLET — I Bark 392 Hyde & Co., London.
PRIDE OF THE WEST — I Bark 382 Lungley & Co., London.
BRUNETTE

Hughes, Amlwch

GRACE EVANS — I Sch. 89 Jones & Co., Beaumaris.

Jones, Liverpool

ACONCAGUA I Ship 498 Gardner & Co., Liverpool.
PARVADI

T. Vernon & Son, Liverpool

ASTRONOMER I Ship 1119 Harrison & Co., Liverpool.
stranded at Freshwater Bay, Pembroke 23 March 1886, Port Pirie to Dublin

SEA HORSE I Ship 867 Potter Brothers, Liverpool.

SLIEVE DONARD I Ship 1499 Sinclair & Co., Belfast.
ORONSAY aband. in Atlantic 25 Jan. 1897, Melbourne to London

Smith & Co., Preston

THOMAS BLYTHE I Ship 387 Blythe & Co., Liverpool.

Scott, Greenock

JANE HENDERSON I Ship 585 Henderson & Co., Glasgow.

Taylerson, Port Glasgow

FANNY MAUD "diagonal" (?) I Ship 870 T. Haviside, Port Glasgow.
SYDNEY EGGERS

1882 MINNA Knohr & Burchard, Hamburg.

Henderson, Renfrew

MOSQUITO I Brig 198 Gamble, Liverpool.

Barclay, Curle & Co., Glasgow

CITY OF NANKIN I Bark 1029 Smith & Son, Glasgow.
KEIR

ANDRES LUPO A. Lupo Gesulfo, Montevideo.

Simons, Glasgow

GHAZEEPORE I Ship 821 McKinnon, Liverpool.

A. Stephen & Sons, Glasgow

CARNATIC I Ship 604 Munro & Co., London.

CITY OF LUCKNOW I Ship 889 Smith & Son, Glasgow.
lost in Belfast Lough 1861

CITY OF MADRAS I Ship 999 Smith & Son, Glasgow.
DUKE OF CONNAUGHT

(need builders), Glasgow

FOAM I Brig 230

Hickson, Belfast

BEBINGTON I Ship 889 R. Hickson, Liverpool.
HANDEL LUST stranded on Ooster Bank 10 July 1902, Middlesborough to Las Palmas, refloated, sold for BU at Rotterdam

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1858

(need builders), Hartlepool

OSBORNE HOUSE I Ship 365 R. Young, Wisbech.

(need builders), Stockton

WARRIOR
I Bark 490 Pearse & Co., Stockton.

M. Samuelson & Co., Hull

BODRHYDDAN
I Bark 542 Cotesworth, Liverpool.
wrecked on Braganca bar 14 July 1899, Hamburg to Para

POLESTAR
I Bark 647 Cotesworth, Liverpool.
hulk at Para 1899. hulk at Barbadoes 1916

(need builders), Hull

ADAMANT
I Bark 815 Harrison, London. aband. at sea 1890

KNIGHT ERRANT
I Ship 1312 Fletcher & Co., Liverpool.
aband. off Cape Horn 22 June 1871, for San Francisco

Charles Lungley & Co., London

PRIDE OF THE THAMES
I Bark 382 Lungley & Co., London.

G. K. Stothert, Bristol

TRINCULO
I Bark 310 C. T. Bowring, Liverpool.

Canada Works (Peto, Brassey & Co.), Birkenhead

SIMLA
ST. MALO
I Ship 1444 Moore & Co., Liverpool.
ashore at Dungeness 20 Feb. 1876, London to Calcutta

Josiah Jones Jr., Liverpool

APHRODITA
I Ship 1601

W. C. Miller & Co., Liverpool

EDITH MOORE
I Ship 1429 Moore & Co., Liverpool.

(need builders), Liverpool

VESPASIAN
I Ship 887 W. Dixon, Liverpool.

(need builders), Greenock

SILVER CLOUD
I Brig 155 J. Murison, Cape Town.

J. Reid & Co., Port Glasgow

WEYMOUTH
I Ship 841 Temperly, Carter & Darke, London.
1881 PONCHO
F. Laeisz, Hamburg.
sunk in collision with S.S. KARNAK in North Sea 2 Feb. 1898, Hamburg to Santos

A. Stephen & Sons, Glasgow

EDMUND PRESTON
I Bark 490 E. Preston, Liverpool.

SEA QUEEN
I Bark 883 J. H. Watt, Glasgow.
burned at Pisagua 16 April 1891

(need builders), Glasgow

CITY OF PEKIN
I Ship 893 Smith & Son, Glasgow.
sunk in collision nr. Cape Verde 5 June 1873

R. Hickson & Co., Belfast

NORAH GREAME
(need information)

1857

(need builders), Newcastle

BRAHMA I Bark 406 Schielder, Hamburg.
FINGAL I Brig 200
MARY ROGERSON I Bark 388 Rogerson, Newcastle.
1865 YSABEL
NANCY RILEY I Brig 272 J. & H. Scott, Newcastle.

T. D. Marshall, Shields

T. D. MARSHALL I Ship 671 Hall & Co., Shields.
PAX J. H. Hustede, Elsfleth.

(need builders), Stockton

LA PLATA I Bark 275 Currie & Co., Liverpool.
sunk in collision in St. George's Channel Jan. 1863
RESPIGADERA I Bark 383 Ogden & Co., Liverpool.

(need builders), Hayle

HENRY HARVEY I Sch. 148 Harvey & Co., Hayle.

John Laird, Birkenhead

LLAMA I Bark 474 Baty & Co., Liverpool. lost c. 1882

(need builders), Birkenhead

PINTADO I Bgn. 103

John Jones, Liverpool

CHILOE I Bark 457 Gardiner, Liverpool.

W. C. Miller, Liverpool

DEFIANCE I Ship 955 Finlay & Co., Liverpool.
wrecked nr. Cape of Good Hope 7 Oct. 1871

T. Vernon & Son, Liverpool

JAMES LIVESEY I Ship 1072 Potter Brothers, Liverpool.
aband. off Dursey 14 Feb. 1896, Cardiff to Santos
PHILOSOPHER I Ship 1059 Harrisons, Liverpool.
wrecked nr. Pooree 26 Sept. 1879, out of Calcutta

(need builders), Liverpool

ATAHUALPA I Bark 497 W. & J. Tyrer

Ogle & Co., Preston

BOGOTA I Ship 383 Blythe & Co., Liverpool. burned Nov. 1868

R. Steele & Co., Greenock

CITY OF CANTON I Ship 909 Smith & Son, Glasgow.
1903 FIFYNONE
UNDAL T. M. Thomasen, Mandal.
aband. 19 June 1906, St. John, N.B. to U.K.

J. Reid, Port Glasgow

JOHN CHISM I Ship 798 Chism & Co., Liverpool. lost c. 1869

J. Reid, Port Glasgow (cont.)

MONTEZUMA I Bark 326 Louthean, Liverpool.
TORY ISLAND
ELISA VENTROMILE wrecked at Port Morant, Jamaica 28 Jan. 1905, Aruba to Venice

A. Stephen & Sons, Glasgow

CHARLEMAGNE I Ship 1014

(need builders), Glasgow

ROSENEATH I Bark 734
wrecked nr. Port Patrick 2 Feb. 1889, Dublin to Clyde

UNCLE NAT I Sch. 91 Reader & Co., Liverpool.

Brown, Kirkaldy

SUNBEAM I Bark 442 Duncan & Co., London.
hulked 1892. remains lie beached in an unused arm of Port Adelaide harbour, Australia

(need builders), Inverkeithing

CRINOLINE I Sch. 170 S. Wylde, Liverpool.

R. Hickson, Belfast

DEWA GUNGADHUR I Ship 594
wrecked in Shoalwater Bay, U. S. West Coast 18 Jan. 1885

1856

C. Mitchell & Co., Newcastle

MUTLAH I Bark 314 Schiller & Co., Hamburg.
JOSEFITA

J. Vernon, Newcastle

GUDRUN I Snow 162 Erichson, Copenhagen.
QUEEN OF THE AVON

(need builders), Stockton

ELIZA CORRY I Brig 216 A. L. Elder, London.
WITCH OF THE TEES I Bark 299 Johnson & Co., London.

(need builders), London

VICTOR EMMANUEL I Bark 620 Joyce & Co., London.

Stothert & Fripp, Bristol

GLEANER I Brig 155 Wilson & Co., Whitehaven.
lengthened 1857, rerigged as bark, 222 T.

PROSPERO I Bark 308 C. T. Bowring, Liverpool. lost 1863

Cram, Chester

CHRYSTALINE I Bark 266 Powell & Co., Liverpool.

John Laird, Birkenhead

KIRKHAM I Ship 1061 Jacob & Co., Liverpool.
CERES

John Laird, Birkenhead (cont.)

WILLIAM FAIRBAIRN — I Ship 1286 Potter Brothers, Liverpool.
1878 P. F. WEBSTER — P. Webster & Co., Scarborough.
LJUBIROD
WILLIAM FAIRBAIRN — hulked at Thursday Island after dismasting Dec. 1894. broken up at Goode Island, Torres Straits 1903

Jones, Quiggin & Co., Liverpool

LALLA ROOKH — I Ship 869 Prowse & Co., Liverpool.

Josiah Jones Jr., Liverpool

KHIMJEE OODOWJEE — I Bark 909 E. Bates, Liverpool.

Robert Steele & Co., Greenock

CITY OF TANJORE — I Ship 799 Smith & Son, Glasgow.
1891 SUZANNE BOULET
NOR
1899 DEUTSCHLAND — broken up at Bombay 1904

J. Reid, Port Glasgow

HIPPOLYTA — I Ship 853 Heap & Son, Liverpool. aband. prior 22 Aug. 1893, Apalachicola to Dundee

(need builders), Port Glasgow

ASTRAEA — I Bark 321 Heap & Son, Liverpool.
KAHLAMBA — I Bark 319 Lamport & Co., Liverpool.
1869 CARLOS
1884 KAHLAMBA
POTOSI — I Bark 469 Rathbone, Liverpool.

Balfour, Methil

DALHOUSIE — I Ship 452
SANTIAGO — I Ship 455 Williamson, Liverpool. hulked 1901. intact hull lies near Port Adelaide, Australia

(need builders), Inverkeithing

ALLEN — I Bark 274 Madams, London.
RACHEL HARRISON — I Sch. 83 Hewertson, Newport.

George Robinson & Co., Cork

SPEEDWELL — I Bark 350 Joyce & Co., London.

1855

Coutts & Parkinson, Newcastle

SIR CHARLES NAPIER — I Ship 1161 Fetherstone, Newcastle. wrecked on Ascension Island 18 March 1879

(need builders), Newcastle

STAR — I Brig 208 Rogerson & Co., Newcastle.

(need builders), Stockton

BALAKLAVA — I Bark 435 Walker & Co., London.
ELFIN — I Sch. 156 J. Holman, Hartlepool.

C. & W. Earle, Hull

HOWDEN
I Bark 1205 Holderness, Liverpool.
condemned at St. Helena Oct. 1896

J. M. Hyde, Bristol

LOCOMOTIVE
I Brig 197 Powell & Co., Bristol.
wrecked by explosion in Opobo River c. 1870

Bachelor, Newport

CINDERELLA
I Bark 899 Bachelor, Newport.
1867 SHAKESPEARE
1895 FELIS QUEBRACHO
sunk in collision at La Boca, Buenos Aires 10 June 1896. refloated and broken up

H. Cram, Chester

WINEFRED
I Ship 1359 Sharples, Liverpool.
converted to barge at Manaus, Brazil 1900

Cato, Miller & Co., Liverpool

CONFLICT
I Ship 1171 Smith Jr., Liverpool.
CONTEST
I Bark 245 Cato & Co., Liverpool.
SALVADORENA
SNOWDON
I Bark 271 Job Brothers, Liverpool.
RIBADEO

(need builders), Liverpool

ELIZABETH BARTER
I Bark 210 Barter & Co., London.
IMOGENE
I Ship 386 C. Bowring, Liverpool.
sunk in collision 1856

Bank Quay Foundry Co., Warrington

MYSTERY
I Bark 424 Leech & Co., Liverpool.
SARAH PALMER
I Ship 1325 Jones & Co., Liverpool.
lost 28 April 1863
STARTLED FAWN
I Ship 1164 Fletcher & Co., Liverpool.
sunk in collision off Dungeness 16 Dec. 1867

Robert Steele & Co., Greenock

CITY OF DUBLIN
I Ship 814 Smith & Son, Glasgow.
wrecked nr. Portland, Ore. 1878
CITY OF MADRAS
I Ship 914 Smith & Son, Glasgow.
lost on Corswall Pt. 1 Mar. 1857

(need builders), Greenock

CITY OF QUEBEC
I Ship 664 Montgomery, London.
DON DIEGO
I Bark 320 Dunbar & Co., Glasgow.
hulk at Melbourne
SALWEEN
I Sch. 161

Lawrence, Hill & Co., Port Glasgow

PRIDE OF CANADA
I Ship 955 Jacot & Co., Liverpool.

J. Reid & Co., Port Glasgow

CAIRNGORM
I Ship 1086 Nicholson & Co., Liverpool.
wrecked in China Sea 1860

SPECTRE	Hoby & Co, Renfrew I Ship 435
TWILIGHT	R. Napier & Sons, Glasgow I Bark 631 Hastie & Co., Glasgow. broken up Jan. 1897
WHITE EAGLE 1877 PAREORA	A. Stephen & Sons, Glasgow I Ship 878 Stephen & Co., Glasgow. broken up 1889
FORT GEORGE	(need builders), Glasgow I Ship 732 Clint & Co., Liverpool.
GALA	I Ship 851 Watson & Co., Glasgow. went missing c. 1869
GLENCOE	(need builders), Dumbarton I Ship 746 Aikmans, Glasgow.
QUEEN OF THE LAKES	I Ship 686 Jacot & Co., Liverpool.
WINDHOVER	(need builders), Kirkaldy I Brig 228 Staig & Co., Kirkaldy.
PRECURSOR	(need builders), Inverkeithing I Bark 405 Grant & Co., Inverkeithing.
MULGRAVE	George Robinson & Co., Cork I Bark

ADDITIONAL INFORMATION ON VESSELS APPEARING IN LOG CHIPS SUPPLEMENT NO. 10

VICTORIA CROSS (p. 2) wrecked at Atherfield 15 Feb. 1900, Fremantle to London.
PALESTINE (p. 6) later VEGA, later LOUISA; put into Harwich on fire 29 July 1905, Hamburg to Rio; sold for breaking up.
TYTHONUS (p. 7) burned 19 Oct. 1901, Fleetwood to Valparaiso.
STELLA (p. 11) later PROVIDENCIA; wrecked nr. Rio Grande 4 Dec. 1904, arriving from Fernandina.

FALKLAND ISLANDS REPORT (Cont.)

GLENGOWAN

HISTORY: Steel full-rigged ship, 1967 tons, 265.5 ft. in length. Built by A. Rodger & Co., at Port Glasgow, Scotland in 1895, for the Glen Shipping Co. of Glasgow. Was launched 5 Sept. 1895, and sailed on maiden voyage 15 Oct. 1895 from Swansea with a cargo of coal (2788 tons) and coke (503 tons). The following is an abridgement of an inquiry held at Port Stanley 27-28 Jan. 1896, in the original wording:

"Nothing of importance occurred until 15 Dec. when the mate while taking the temperature of the cargo in a tube at the main hatch found the tin or brass casing at the bottom of the thermometer melted. Ship was then in Lat. 52-57 S and Long. 62-50 W. Temperature had been taken every morning and evening previously with no results to arouse suspicion. Temperature evening of the 14th had been 81 deg. In the Tropics it had been as high as 106 deg. The holds had six ventilators; two cowl ventilators

through topgallant foc'sle; one abaft forehatch; cowl ventilator, trunk ventilator and sky hatch through the house; cowl ventilator abaft mainmast; and two cowl ventilators through poop. (Seems to total nine, not six. Ed.)

"Immediately after the discovery on the 15th, the main hatches were removed to examine the condition of the cargo. A quantity of smoke was arising from the coal. Ventilators, mast heads, and any other access of air were closed. Water poured down the temperature pipe was blown out several feet as steam, scalding the captain's hands. It was decided to make for Port Stanley.

"The Islands were sighted on the evening of the 15th, and Cape Pembroke (entrance to Port Stanley) at 9 P.M. on the 16th. The ship was boarded by the pilot at 2 A.M. on the 17th, and came to anchor at 1 P.M.

"On the 18th a lighter brought out the fire engine, and the hatches were opened. Fire was found in the tweendecks and lower hold, from one beam fwd of the main hatch to two beams aft of the main hatch. At 3:30 P.M. flames burst through the main hatch. At 8 P.M. holes were cut in the decks to pump water down. The fire continued to increase, and surveyors were consulted on the possible need to scuttle the ship. The ship was run into the shallows in Whalebone Cove 0030 on the 19th, and rivets were cut out of both sides near the fire. Seven force pumps and the fire engine were now working, but the fire was still getting worse. Plates in the sides of the ship began to bulge and buckle, and the lighter with the fire engine had to be boomed off from the red hot metal. By noon on the 19th the deckhouse had taken fire. By evening there was 8 feet of water in the hold. On the 20th the main deck was on fire from aft of the main hatch to forward of the deckhouse, and deck beams and stringer plates were becoming twisted and bent.

"Began removing stores and gear. By noon on the 20th there was 17 ft. 6 in. of water in the hold, and the fire was spreading forward. By midnight the forward half of the ship was a mass of fire. On the 21st efforts to extinguish the fire were abandoned. All sails were sent down, and at 6:30 P.M. all hands were sent ashore and the lighter towed away.

"The captain did not expect the fire to extend aft, but, on the 23rd the after part of the ship was found to be burned out. The captain suspected arson, and some of the crew of the schooner GLADYS were charged with stealing stores from the ship. They were freed after claiming they were only engaged in saving things. The mate of the GLENGOWAN had given the key to the cabin to the mate of the GLADYS with instructions to save things if the fire spread aft. The captain felt he had been misled about the rise of tide, and that the ship should have been sunk in deeper water."

The inquiry ruled that the cause of the fire was spontaneous combustion. The master was criticized for not scuttling the vessel in deeper water, and for not opening larger holes in the hull. However, these were not deemed serious enough errors of judgement to merit punishment. The wreck became the property of the underwriters. In June 1898 it was purchased by the Falkland Islands Company for 74 Pounds (plus various costs incurred by the F.I.C. resulting from the wreck). An estimate for new decks dated Nov. 1898 gives; 1390 Pounds for lumber, 350 Pounds for labor, and 150 Pounds for oakum and pitch. GLENGOWAN was still lying at Port Stanley in late 1909, around which time she was fouled by the bark LONSDALE; one of a series of mishaps that befell the LONSDALE there, eventually leading to her being condemned and sold for use as a hulk at Punta Arenas, Chile, where her partially-scrapped hull could still be seen in 1978. GLENGOWAN was finally refloated and towed to New Island in the southern Falklands, to serve as a coaling hulk for a whaling factory. The factory closed after a few years, and the ship was abandoned there.

DESCRIPTION: The hull lies sunk in shallow water inside a cove, with the side of the poop above water. The rest can be seen clearly from the air. The masts have fallen over the side. The main deck planking is gone, but the beams and hatch coamings are largely intact. The deck of the poop is completely gone, as is most of the starboard side and counter plating above the main deck. The rudder post survives.

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THE PERIODICAL PUBLICATION

LOG CHIPS

OF RECENT MARITIME HISTORY

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IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1838-1854
(in reverse chronological order)

1854

(need builders), Newcastle
PHOENIX — I Sch. 402

(need builders), Hull
DOWTHORPE — I Ship 528 Beadle & Co., Hull.

C. Mare & Co., London
FLYING VENUS — I Ship 1393 wrecked on Penrhyn Island September 1889
JORAWUR — I Ship 1776

(need builders), Chester
ROSARIO — I Bark 268 Smith & Co., Liverpool.

Cato, Miller & Co., Liverpool
TALAVERA — I Ship 1160 Miller & Co., Liverpool.

John Getty & Co., Liverpool
JAMES PILKINGTON — I Ship 1350 E. Bates, Liverpool.
wrecked nr. Bassein 17 June 1862

Getty, Jones & Co., Liverpool
ELLEN STUART — I Ship 1373

Rennie & Johnston, Liverpool
SAPPHO — I Bark 300 Gardner & Co., Liverpool.

(need builders), Liverpool
HERMIONE — I Bark 435 Bowring & Co., Liverpool. lost 1889

C. Tayleur & Co. (Bank Quay Foundry), Warrington
DEERSLAYER — I Ship 390 lost 4 January 1868
LADY OCTAVIA — I Ship 1202 A. Adam, Greenock.
wrecked at St. Vincent 28 Sept. 1903, Fredrikstad to Cape Town
MEDORA — I Bark 357 Shalcross & Co., Liverpool.

J. Scott & Sons, Greenock
HENRY MOORE — I Ship 1117 Moore & Co., Liverpool.
burned off Cape St. Vincent 10 September 1868

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(need builders), Greenock
L'IMPERATRICE EUGENIE — I Bark 308 J. Rennie, Aberdeen. wrecked 1867

(need builders), Port Glasgow
CITY OF MONTREAL — I Ship 812 Jacot & Co., Liverpool.
TROJAN — I Ship 387 Campbell, Glasgow.

(need builders), Renfrew
KINGFISHER — I Bark 164
OPORTO — I Brig 208 J. Mitchell, Glasgow.

A. Stephen, Glasgow
STORM CLOUD — I Ship 908 Stephen & Co., Glasgow.

Tod & MacGregor, Glasgow
VALETTA — I Bkn. 498

(need builders), Glasgow
ABDUL MEDJID — I Bark 402 Fell & Co., Glasgow.
GREENOCK — I Ship 750 Richardson, Glasgow.
ISA — I Bark 438 Turnbull & Co., Glasgow.
JAMAICA — I Ship 421 Stirling & Co., Glasgow. lost in 1873
PHANTOM — I Ship 423 Hendyside, Glasgow.
STRATHLEVEN — I Ship 465 Ewing & Co., Glasgow. abandoned c. 1865

Denny & Rankin, Dumbarton
GLENROY — I Ship 1138

(need builders), Dumbarton
ARROW — I Sch. 131 W. Gibson, Leith.
RETRIEVER — I Sch. 105

R. Hickson & Co., Belfast
MARY STENHOUSE — I Ship 1289 Bates & Co., Liverpool. hulked 1888

(no information)
EDINA — I Sch. 323

1853

Coutts & Parkinson, Newcastle
SWARTHMORE — I Ship 1381

Neath Abbey Iron Co., Neath
ELLEN BATES — I Ship 1098 Bates & Co., Liverpool.
1882 SCOTTISH TAR — W. H. Ross & Co., Liverpool.
wrecked nr. Eugaro Island, Sumatra 10 Sept. 1885

Jordan & Getty, Liverpool
EVANGELINE — I Ship 985 Clint & Co., Liverpool.

Bank Quay Foundry Co., Warrington
TAYLEUR — I Ship 1979 (OM)
wrecked in Irish Sea 22 Jan. 1854, Liverpool to Mel.

Scott, Greenock

LORD OF THE ISLES
I Ship 770 Martin & Co., Greenock.
burned in China Sea 24 July 1864, enroute Hong Kong

(need builders), Greenock

ASSAYE
I Ship 783 Stewart & Co., Greenock.

MARTABAN
I Ship 781 Orr & Co., Greenock.

William Simons, Glasgow

TORNADO
I Ship 1229 Neilson & Co., Glasgow.

A. Stephen & Sons, Glasgow

HURRICANE
I Ship 1198 Potter & Co., Glasgow.
wrecked nr. Melbourne 25 April 1869

(need builders), Glasgow

WAVERLEY
I Ship 731 Aikmans, Glasgow.

Denny & Rankin, Dumbarton

GAUNTLET
I Ship 667 J. Smith, Liverpool.
1885 ARGO
C. Poulsen & Co., Elsfleth. wrecked 1887

1852

Coutts & Parkinson, Newcastle

CLYDE
I Ship 783 Watt & Co., Irvine.

W. S. LINDSAY
I Ship 900

(need builders), Newcastle

DUKE OF NORTHUMBERLAND
I Ship 558 Bramwell, London.

(need builders), Sunderland

LOFTUS
I Sch. 77 G. Foster, Sunderland.

C. & J. Mare, London

HYDASPES
I Ship 2093

J. Reid & Co., Port Glasgow

VANGUARD
I Ship 643 Nicholson, Liverpool.
1898 CARL
J. Wallis & Sons, Barth, Germany.
1904 ANNA
P. Poulsen, Veile, Denmark.
stranded on Parapato Bar, Mozambique 18 July 1908,
sailing for Ponta Delgada, Azores

(need builders), Glasgow

HAITI
I Brig 191 Hew & Co., Glasgow.

TYPHOON
I Ship 858 Potter & Co., Glasgow.

1851

Coutts & Parkinson, Newcastle

THOMAS HAMLIN
I Ship 734 Hamlin & Co., Greenock.
broken up June 1893

(need builders), Shields
LIONESS I Sch. 61

(need builders), Glasgow
SHANDON I Ship 589 Kidston & Co., Glasgow.

(need builders), Dumbarton
EL TEIDE I Sch. 93 Baumann, Glasgow.

1850

John Coutts, Newcastle
SALLY GALE I Bgn. 193 J. Brooks, Newcastle.

(need builders), Newcastle
COURIER I Ship 569 J. Smith, Sunderland.

(need builders), London
FLYING DUTCHMAN I Bark 332 Thomason, Hull.

T. Vernon & Son, Liverpool
TOBIN I Sch. 171

William Denny & Brothers, Dumbarton
CALEDONIA I Sch. 171 Stockton & London Shipping Co., Stockton.

(need builders), Dumbarton
OSCAR I Sch. 237 Henderson, Belfast.
THREE BELLS I Bark 594 Bell & Co., Glasgow.

1849

(need builders), Hull
ECLIPSE I Bark 329

Samuel Hodge, London
TAR I Sch. 190 Patent Fuel Company, London.

Swansea Iron Shipbuilders, Swansea
VENUS I Sch. 65 Patent Fuel Company, London.

(need builders), Swansea
COBRE I Sch. 90

(need builders), Dumbarton
SHAMROCK I Sch. 120 Owen & Co., Drogheda.

(need builders), Aberdeen
CENTAUR I Brig 232 Blaikie & Co., Aberdeen.
GEM I Sch. 100 Best & Co., Aberdeen.

1848

(need builders), Shields

DANDIE DINMONT — I Sch. 268 Cammell, Hull.
MARGARET — I Bgn. 397 Clay & Co., Shields.

(need builders), London

EARL OF AUCKLAND — I Sch. 450 Laming & Co., London.

John Tregelles Price (Neath Abbey Iron Works), Neath

LA SERENA — I Bark 330 Eaton & Co., Swansea.
stranded at Buffalo River, Cape Colony 7 Feb. 1876, London to East London, refloated and condemned

Cato, Miller & Co., Liverpool

PANIC — I Bark 450 Thomas Ripley, Liverpool.
1874 ABERDOUR (bkn.) G. P. Addison & Co., London.
wrecked nr. Penzance 8 May 1875

W. Napier & Crichton, Glasgow

CALDER — I Sch. 98 Forth & Clyde Canal Co., Glasgow.
COLZIUM — I Sch. 80 Forth & Clyde Canal Co., Glasgow.
GARRELL — I Sch. 94 Forth & Clyde Canal Co., Glasgow.
GRANGE — I Sch. 80 Forth & Clyde Canal Co., Glasgow.
KELVIN — I Sch. 95 Forth & Clyde Canal Co., Glasgow.
LUGGIE — I Sch. 94 Forth & Clyde Canal Co., Glasgow.
SHRIVA — I Sch. 94 Forth & Clyde Canal Co., Glasgow.

(need builders), Glasgow

AIRDIE — I Sch. 95 T. Craig, Glasgow.

(need builders), Dumbarton

NEPTUNE — I Sch. 111

1847

(need builders), Walker, Newcastle

G. F. D. — I Bark 356 C. Alhusen, Newcastle.

(need builders), South Shields

LOHAREE — I Bark 512 Clay & Co., Newcastle.

(need builders), London

INDUS — I Ship 1319

(need builders), Kirkaldy

GEORGE ANN — I Snow 281 Brown & Co., Kirkaldy.

(need builders), Cork

CALYPSO — I Bark 370 Beale & Co., Cork. wrecked c. 1848

(no information)

CLEOPATRA — I Sch. 200

1846

John Coutts, Newcastle
ADMIRAL HOOD I Sch. 155 Ransom, Ipswich.
IRON GEM I Bark 349 J. Smith, Sunderland.

(need builders), Ipswich
VULCAN I Slp. 92 Read, Ipswich.

(need builders), Bristol
JOHN BRIGHT I Bark 299 Darby & Son, Liverpool.

P. Cato, Liverpool
EMERALD I Bkn. 229

(need builders), Liverpool
ENTERPRIZE I Sch. 75 Sanderson, Liverpool.
HADDINGTON I Ship 1459

(need builders), Dumbarton
ANNSBRO I Sch. 80 J. Murland, Newry.

(need builders), Inverkeithing
BORDER QUEEN I Sch. 122 Davidson, Leith.

1845

(need builders), Newcastle
KATE I Sch. 156 Brooks & Co., Newcastle.

(need builders), London
LION I Sch. 160
PEARL I Sch. 263 City of Dublin Company.

(need builders), Aberdeen
PRINCE OF WALES I Sch. 238 London & Leith Old Shipping Co., Leith.

(need builders), Dublin
ROVER I Sch. 56 J. MacNeill, Dundalk.

1844

John Coutts, Newcastle
FOIG-A-BALLAGH I Sch. 247 Builder.
Q. E. D. I Sch. 271 Bingham, Newcastle.

(need builders), London
URIE I Bkn. 237
EDUVIGIS M. F. Salvaya & Co., Cardenas, Cuba.

(need builders), Gloucester
HENRIETTA I Slp. 101 Gloucester.

John Laird, Birkenhead
DOVE I Sch. 73 Baptist Mission Society, London.

James Hodgson, Liverpool
RICHARD COBDEN I Bark 461 Derby & Co., Liverpool.

(need builders), Liverpool
IRON PRINCE I Sch. 95

Scott Sinclair & Co., Greenock
JOSEPHINE I Bark 221 W. Watson, Liverpool.
ADA

(need builders), Belfast
CLIPPER I Smk. 59 Coates & Co., Belfast.

1843

John Coutts, Newcastle
FLASH I Sch. 216 J. & T. Carr, Newcastle.

(need builders), London
BRITISH SETTLER I Sch. 89 J. Hayton, London.

(need builders), Lowca, nr. Workington
LOWCA I Sch. 121 Dobson & Co., Whitehaven.

1842

(need builders), Liverpool
JOHN LAIRD I Bark 264 St. Croix, London.

(need builders), Warrington
LYBIA I Bgn. 125

(need builders), Glasgow
CYGNET I Sch. 97
GLASGOW I Sch. 99 J. Rankin, Glasgow.

John Duffus & Co., Aberdeen
MERCURY I Sch. 175 Elsmie & Co., Aberdeen.

(need builders), Kirkaldy
ELIZA I Brig 187 J. & J. Brown, Kirkaldy.

1841

(need builders), Hull
JUPITER I Sch. 155 Brownlow, Hull.

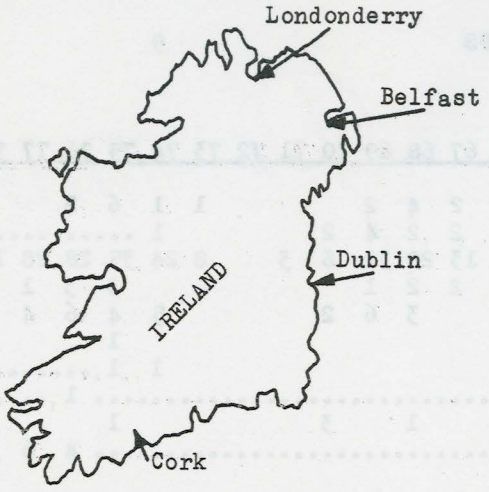
John Laird, Birkenhead
PROTO I Sch. 128 Liverpool & London Shipping Co.

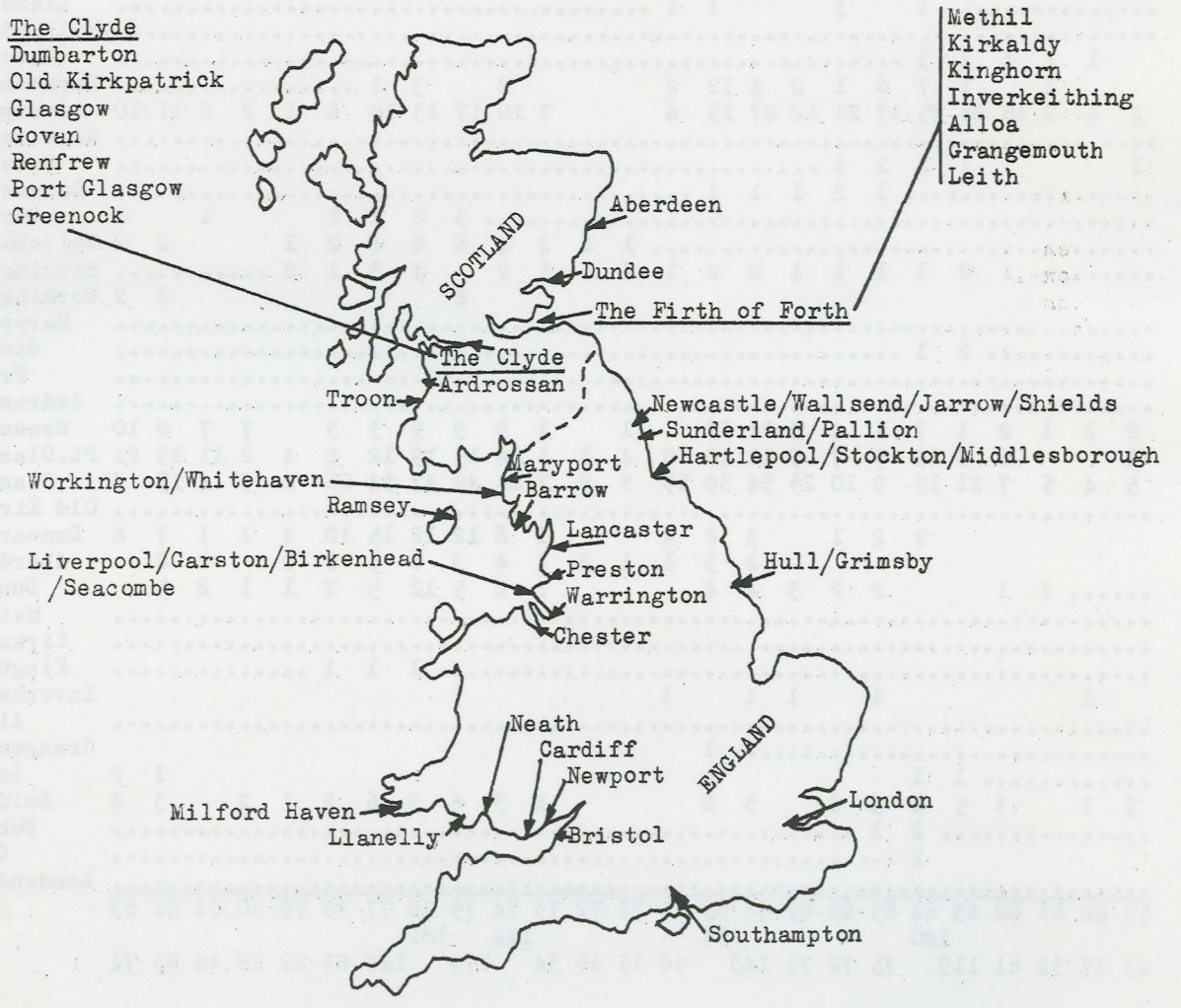
(continued on page 12)

SHIPS AND BARKS BUILT OF IRON OR STEEL IN THE UNITED KINGDOM; BY LOCALITY:

YEAR	1838	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58
Newcastle/Wallsend/Jarrow									1	1			1	1	3	1		1	1	2	
North Shields/South Shields									1	1										1	
Sunderland/Pallion																					
Hartlepool/West Hartlepool																					1
Stockton																		1	1	2	1
Middlesborough																					
Hull												1					1	1			4
Grimsby																					
London								1		1			1		2		2		1		1
Southampton																					
Bristol									1										1		1
Newport																		1			
Cardiff																					
Neath											1					1					
Llanelly																					
Milford Haven																					
Chester																	1	1	1		
Birkenhead/Seacombe																			1	1	1
Liverpool/Garston	1			1		1		2		1						1	6	5	2	5	3
Warrington																1	2	3			
Preston																				1	
Lancaster																					
Barrow																					
Whitehaven																					
Harrington																					
Workington																	1				
Maryport																					
Ramsey																					
Troon																					
Ardrossan																					
Greenock							1									3	2	4	1	1	
Port Glasgow															1		2	2	4	2	1
Glasgow/Renfrew/Govan	1													1	1	3	9	6		2	3
Old Kirkpatrick																					
Dumbarton													1			1	1	2			
Aberdeen			2	1																	
Dundee																					
Methil																				2	
Kirkaldy																				1	
Kinghorn																					
Inverkeithing																		1	1		
Alloa																					
Grangemouth																					
Leith																					
Belfast																	1			1	1
Dublin																					
Cork											1							1	1		
Londonderry																					
	1838	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58
TOTALS	1		3	1	1		3		4	4	3	1	3	2	7	11	28	29	17	19	17

59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
		1	4	7	3	1		2	4	2				1	1	6	2								Newcastle
1	1			1			1	2	2	4	2				1										Shields
3	5	6	8	16	19	8	7	13	28	32	6	3		8	24	35	28	28	13	3	4	4	7	1	Sunderland
2	1	4	4	7	6	6	1	2	2	1						3	3	1	1						Hartlepool
		1	4	5	5		1		3	6	2				5	4	6	4	1		2	4		2	Stockton
			1	1	3											1				1					Middlesbro
1				7	7	5	4								1	1									Hull
																	1								Grimsby
2		1	1	6	9		2		1		3					1							1		London
																	4	6	2		4	4	6	7	Southmpton
				1	2	2																			Bristol
						1		1																	Newport
						1	1			1															Cardiff
																									Neath
					1		3			1	1														Llanelly
																									Milford H.
	1	1	1	2	3																				Chester
		2		1	7	6	1	2	4	12	2				2		3	1							Birkenhead
4	1	9	18	26	25	17	21	12	27	15	6			7	10	17	13	18	6	1	2	8	11	10	Liverpool
																									Warringtcn
1				1	2	2	1																		Preston
						1	2	1	1	1															Lancaster
																5	2	1	1			1		1	Barrow
												1	1	2	4	6	8	4	2	1			2	2	Whitehaven
			1	2	1	1	1	1	2	2	1	2	1	1	2		3	3	1	2					Harrington
																2							2	2	Workington
																									Maryport
				2	1																				Ramsey
																									Troon
																									Ardrossan
2	2	1	2	1	7	1	4	3	11	10		1		1	9	9	9	3	3		7	7	8	10	Greenock
1			6	6	13	5	7	9	11	10	8	4	3	3	14	15	19	12	8	4	2	11	13	21	Pt.Glasgow
5	4	5	7	21	15	9	10	23	34	39	19	3	9	7	24	48	47	34	26	2	3	4	15	3	Glasgow
																									Old Kirkpt
					2	2	1		3	8	4			1	6	12	12	15	10	4	1	1	7	6	Dumbarton
									2	3	1	1	2	1	4	3	6	5	2	2		2	2		Aberdeen
		1	1			2	2	3	4	4				1	2	5	12	5	2	1	1	2	5		Dundee
																									Methil
																									Kirkaldy
																	1	1	1						Kinghorn
	1					1		1	1		1														Inverkeith
																									Alloa
										1															Grangemth.
				1	1																		1	2	Leith
1	1		3	5	4	3	2		3	2				1	3	6	3	6	2	1	2		3	4	Belfast
					2	1																			Dublin
					2																				Cork
																									Londondrry
59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
					140					154					112		182								
23	17	32	61	119		75	72	75	143		56	15	16	34		179		147	81	22	28	48	83	71	


Londonderry
Belfast
Dublin
IRELAND
Cork


The Clyde
Dumbarton
Old Kirkpatrick
Glasgow
Govan
Renfrew
Port Glasgow
Greenock
Methil
Kirkaldy
Kinghorn
Inverkeithing
Alloa
Grangemouth
Leith
Aberdeen
SCOTLAND
Dundee
The Firth of Forth
The Clyde
Ardrossan
Troon
Newcastle/Wallsend/Jarrow/Shields
Sunderland/Pallion
Hartlepool/Stockton/Middlesborough
Workington/Whitehaven
Maryport
Barrow
Ramsey
Lancaster
Liverpool/Garston/Birkenhead
/Seacombe
Preston
Warrington
Hull/Grimsby
Chester
Neath
Cardiff
Newport
ENGLAND
Milford Haven
Llanelly
Bristol
London
Southampton

	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	TOTALS
Newcastle	3	3						1	2	1															56
Shields																									18
Sunderland	10	12	5	2	1	4	3	21	10																377
Hartlepool	3	4																							52
Stockton	4	5	3		1	2		2	2																79
Middlesbro																									7
Hull																									33
Grimsby																									1
London																									36
Southmpton	6	8	5	2	2		1	2	2																61
Bristol	1				1	2	1	1	1			1													16
Newport																									3
Cardiff																									3
Neath																									2
Llanelly																									5
Milford H.							1	2	1																4
Chester																									11
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Preston																									8
Lancaster																									6
Barrow	2	1							1																15
Whitehaven	1		1		3	3																			41
Harrington																									27
Workington	2	1	2	2	2	2	1	2	2	1		1		1											26
Maryport		1	1				2	1	1	1	1	1	1	1											11
Ramsey																									3
Troon									1	2	1	1					1		1						7
Ardrossan								3																	3
Greenock	7	8	7	1	4		2	12	14	10	2		1	2							1	1			195
Pt.Glasgow	17	30	14	11	14	22	31	27	30	21	25	15	12	6	1		1	5	6	4	3				512
Glasgow	10	21	11	6	5	12	6	20	23	11	8	2	2						2	1					582
Old Kirkpatrick																							1	1	2
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Dundee	1			2	1	1	2	3	2	1	1								1						68
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Kirkaldy																									1
Kinghorn																									3
Inverkeith									1																8
Alloa						1	4	3	6																14
Grangemth.			1			1	2	5	2																12
Leith	1	2	2				1	4	1	1															17
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Dublin																									3
Cork																									5
Londondrry				1	3	4	4	7	5																24
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		123						137																	3087
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		(need builders), Chester
PRINCESS ROYAL	I Sch.	61 Rigby, Chester.
		Robert Saunderson & Co., Glasgow
VULCAN	I Sch.	72
		(need builders), Glasgow
WATERLOO	I Sch.	169 Armour & Co., Glasgow.
		(need builders), Aberdeen
IRON QUEEN	I Bark	310

1840

		Tod & MacGregor, Glasgow
IRON DUKE	I Bark	392 wrecked nr. Yarmouth 1842
		John Ronalds & Co., Aberdeen
JOHN GARROW	I Ship	685 Anderson, Garrow & Co., Liverpool.
		Vernon & Co., Aberdeen
VULCAN	I Bark	310 T. Gibson, Newcastle.

1839

		(need builders), Dundee
ENTERPRIZE	I	269 Westphalian, Kronstadt.
TINKER	I Slp.	57 Carmichael, Dundee.

1838

		Jackson & Jordan, Liverpool
IRONSIDE	I Ship	271 Cairns & Co., Liverpool.

IRONSIDE was the first major sailing vessel built of iron in the United Kingdom, and probably the first built in the world. She was preceded by at least one iron ketch, the GOLIATH, built at Liverpool in 1836. Steamers had been built of iron in Great Britain as early as 1821, and canal boats as early as 1787.

FALKLAND ISLANDS REPORT (Cont.)

HELEN A. MILLER

HISTORY: Wood full-rigged ship, 510 tons. Built at Baltimore, Maryland in 1851. Operated as a Baltimore-New Orleans packet by John Henderson & Co. Was run ashore in a leaky condition, in San Carlos Bay, East Falkland, in August 1859, while on a passage from Boston to San Francisco.

DESCRIPTION: The wreck lies close to the beach in the second cove inside the south headland of the Bay. When examined from the air in 1976, it appeared to consist of the intact lower hull, to the turn of the bilge or higher. San Carlos Bay was the scene of the British landings in May 1982.

LOG CHIPS by John Lyman
Key to Sailing Ship Lists

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	1920-1939	II-69
French Built:		
Steel Sailing Vessels	1893-1896	III-36
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[illegible] Sup #10.11

LOG CHIPS by John Lyman
Key to Sailing Ship Lists

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Four-masted barkentines, Pacific Coast		I-140
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LOG CHIPS by John Lyman
Key to Sailing Ship Lists

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